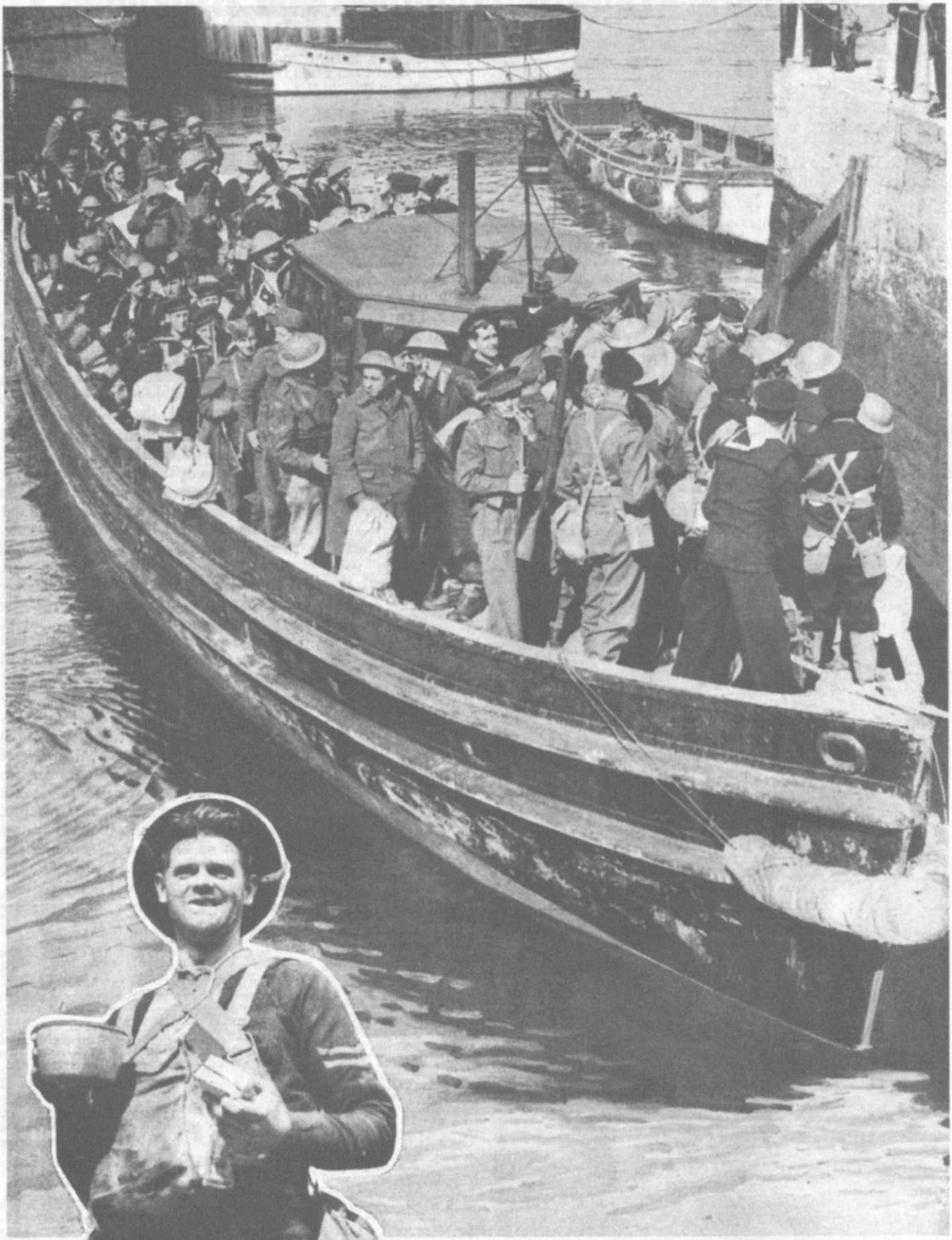


BRITAIN'S LAST REARGUARD HOME FROM FRANCE

Before all the British forces left France every effort was made to damage the Channel ports so that they would be useless for many months. One of the French naval bases so dealt with was Brest, and here the naval demolition party that successfully carried out the work before the Germans entered on June 20 is coming alongside the quay at a British port on their return. *Photo, Keystone*

France's Might is Humbled and Broken

On June 17, when Paris had fallen and the German mechanized columns were creating havoc in the very heart of France, Marshal Pétain appealed to Hitler for an armistice. It was not until four days later that the plenipotentiaries of France and Germany met—in the dramatic circumstances described in this chapter.

At ten minutes past five on the morning of November 11, 1918, in a glade of the Forest of Compiègne, victorious France dictated to defeated Germany the terms of armistice. Twenty-two years later the roles were reversed. On June 21, 1940, in the same forest clearing, in the same railway coach, even seated at the same table and in the same chairs, the representatives of victorious Germany dictated the terms of surrender to the delegates of defeated France.

Beside the historic dining-car a guard of honour composed of German troops had been drawn up, and immediately in front of the Armistice memorial the Fuehrer's standard had been raised. In front of the dining-car high officers and guests of honour and distinguished members of the Nazi party awaited Hitler's arrival. At 3.15 in the afternoon he arrived, and a quarter of an hour later the French delegation, who had passed through the German lines at Tours and had spent the night in a Paris hotel, made their appearance.

Conqueror and conquered then entered the dining-car and took their places round the table. On Hitler's right sat Goering, Raeder, and von Ribbentrop, and on his left were Keitel, Brauchitsch, and Hess. On the opposite side of the table sat the French delegation—General Huntziger, General Bergeret, Admiral Leluc, and M. Noel. Then at the Fuehrer's order General Keitel read the preamble to the armistice conditions :

At the order of the Leader and Supreme Commander of the German Defence Forces I have to make the following communication :

Trusting to the assurance given to the German Reich by the American President Wilson and confirmed by the Allied Powers, the German Defence forces in November 1918 laid down their arms. Thus ended a war which the German people and its Government did not want, and in which in spite of vastly superior forces the enemy did not succeed in defeating the German Army, the German Navy or the German Air Force.

At the moment of the arrival of the German Armistice Commission there began the breach of the promise solemnly given. On November 11, 1918, there began in this very train a period of suffering for the German people.

Whatever could be done to a nation in the way of dishonour and humiliation in human and material suffering began at this point. Broken promises and perjury were used against a nation which after over four years of heroic resistance had shown only one weakness—namely, that of believing the promises of democratic statesmen.

On September 3, 1939, twenty-five years after the outbreak of the World War Great Britain and France declared war on Germany without any reason. Now the war has been decided by arms. France is defeated. The French Government has asked the German Government to make known the German conditions for an armistice.

If the historic Forest of Compiègne has been chosen for the handing over of these terms this is done in order, by this act of atoning justice, to wipe out once and for all a memory which for France was not a glorious one in her history and which was felt by the German nation as the deepest shame of all times.

After a heroic resistance France has been defeated in a single bloody battle and has collapsed. Germany does not, therefore, intend to give the armistice negotiations with such a brave opponent a shameful character.

The purpose of the German demand is :

1. To prevent a resumption of the fight, and 2. To give Germany all safeguards for the continuation of the war against Great Britain which has been forced upon her, as well as to create the preliminaries for the construction of a new peace, the essential contents of which will be the restoration of the wrong done with violence to the German nation.

After General Keitel had finished reading this typically Hitlerian exordium, everyone stood, and at 3.42 the Fuehrer, accompanied by his suite, left the car to the strains of "Deutschland über Alles" and the Horst Wessel song. Shortly afterwards the French delegates retired to a tent which had been erected for their occupation near by, and there noted the terms of the surrender. During their discussions they were in direct telephonic communication with Marshal Pétain's government at Bordeaux, and at 6 p.m. they returned to the railway carriage and entered into further discussions with General Keitel.

These discussions continued into the next day. At 5.50 on the afternoon of Saturday, June 22, the actual armistice was signed—by General Huntziger for France and General Keitel for Germany. As might be expected, the terms (set out in the opposite page) were pitiless and amounted to nothing less than the complete capitulation of France.

Just before appending his signature Huntziger said :

"The French Government has agreed to the terms of the armistice, but before signing the document, I wish to say a few personal words. At the moment when the French delegation puts its signatures to this document, being forced to agree to conditions through military misfortune, and having fought on the side of its Ally, the delegation wishes to point out that France has the right to expect from Germany a peace which would secure good neighbourly relations with her great neighbour. As soldier speaking to soldier, I hope that French soldiers will never have to regret that they laid down their arms for the peace to come."

General Keitel's reply was brief.

"I confirm the acceptance of the French Government in signing this armistice agreement. As a soldier I have little to say except that the victor knows how to honour a courageous, defeated foe."

Then, after the signatures had been actually put to the document, Keitel asked all the delegates to rise and went on :

General de Gaulle leaving his headquarters in London, followed by an aide-de-camp. It was from this office that on June 22 he issued his call to Frenchmen in the Colonial Empire, to the French Navy, and to all his compatriots outside the jurisdiction of the Bordeaux Government, to continue to fight on for France. *Photo, Topical*

Complete Capitulation at the Fuehrer's Order

"At this moment," he said, "it is our duty to remember those brave soldiers of our countries who have spilled their blood on the battlefields. We have risen to honour their memory."

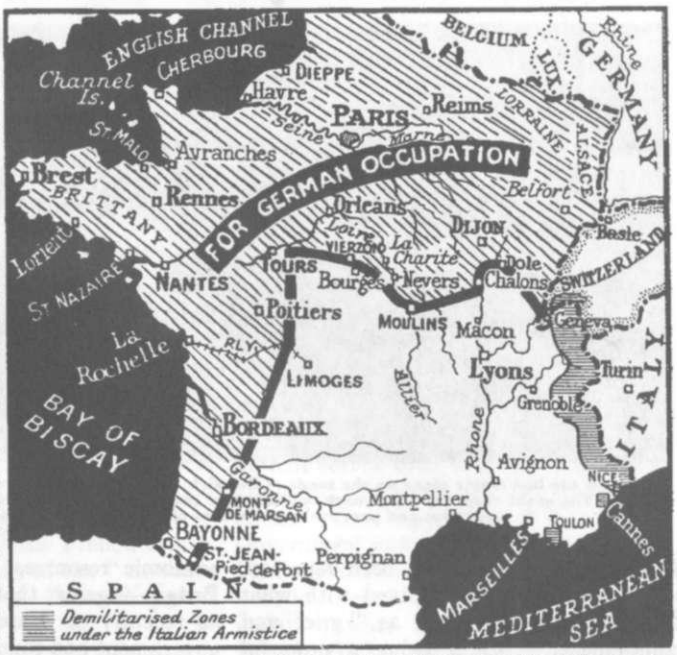
After the signature the French plenipotentiaries left the coach and set off by car—later exchanged for an aeroplane—on their journey to Italy. As they sped through the overcast skies they looked down on country roads packed with tired flocks of refugees, and on towns and villages blasted by the fury of the invader. Here and there, too, they saw and heard signs of continued fighting, for until Mussolini had dictated his terms the armistice was not to come into force.

Crossing the frontier, where the guns of Maginot and Siegfried were still engaged in a furious war, the delegates spent the night at Munich, and on Sunday arrived in Rome. Talks with the Italian representatives—Count Ciano, Marshal Badoglio, Admiral Cavagnari, General Pricolo, and General Roatta—began at 4 p.m., and it was not until 6.35 on Monday evening that Count Ciano was able to tell Hitler over the telephone that the terms had been agreed.

Six hours later, at 12.35 (B.S.T.), the armistice came into force, and fighting ceased between the soldiers of France on the one hand, and those of Germany and Italy on the other.

Almost until the last moment fighting had continued, as was made clear by France's last war communiqué, issued on the night of June 24: "Slight progress was made by the Germans," it read, "in the Charente region, where the enemy occupied Angoulême, and also in the Rhône valley, where he reached Aix-les-Bains and the banks of the Vorette. In the Alps, Italian attacks continued all day. They were checked near the frontier by our advance posts except in the Maurienne district, where the enemy advanced a little beyond Lanslebourg, and in the coastal sector, where he occupied Mentone. Our positions of resistance are intact on the whole Alpine front."

As yet the French people had been vouchsafed no indication of the terms which were about to be imposed upon them by the triumphant enemy with the supine acquiescence of the defeatist government at Bordeaux. In London,



Following the armistice signed with Germany and Italy, much of France was subject to German occupation, while a zone on the Italian border and certain areas in the south were demilitarized. *Courtesy of the "Daily Telegraph"*

THE ARMISTICE: GERMAN AND ITALIAN TERMS

(1)—**Immediate cessation of hostilities in France, overseas and on the seas. French troops already surrounded to lay down arms.**

(2)—For security of German interests, territory north and west of following line to be occupied: Geneva, Dole, Chalon-sur-Saône, Paray le Monial, Moulins, Bourges, Vierzon, thence to 20 kilometres east of Tours, thence south parallel to Angoulême railway to Mont de Marsan and St. Jean de Pied de Port. The areas not yet occupied in this territory to be occupied immediately on conclusion of the present convention.

(3)—In occupied area Germany to have all rights of occupying Power, excluding local administration. The French Government to afford all necessary facilities. Germany will reduce to a minimum occupation of W. coast after cessation of hostilities with Great Britain.

French Government to be free to choose for itself the seat of Government in non-occupied territory or even to transfer it to Paris if desired. In the latter event, Germany will allow facilities for administration from Paris of both occupied and unoccupied territory.

Demobilization and Disarmament

(4)—**French naval, military and air forces to be demobilized and disarmed within a period to be decided,** with the exception of troops necessary for maintaining order. Size and armament of the latter to be decided by Germany and Italy respectively.

French armed forces in occupied territory to be brought back into unoccupied territory and demobilized. These troops will have laid down their arms and material at places where they are at the moment of armistice.

(5)—As a guarantee Germany may demand **surrender in good condition of all artillery, tanks, anti-tank weapons, Service aircraft, infantry armament, tractors and munitions in territory not occupied.** Germany will decide the extent of these deliveries.

(6)—All arms and war material remaining in unoccupied territory which are not left for use of French authorized forces to be put in store under German or Italian control. Manufacture of new war material in non-occupied territory to stop immediately.

(7)—Land and coast defences with armaments, etc., in occupied territory, to be handed over in good condition. All plans of fortifications, particulars of mines, barrages, etc., to be handed over.

The Fleet and Shipping

(8)—**French fleet,** except that part left free for safeguard of French interest in the Colonial Empire, **shall be collected in ports to be specified, demobilized and disarmed under German or Italian control. German Government solemnly declares that it has no intention of using for its own purposes during the war the French fleet stationed in ports under German control,** except those units necessary for coast surveillance and minesweeping. They further declare that they do not intend to claim the French Fleet on the conclusion of peace.

Except for that part, to be determined, of the fleet destined for protection of colonial interests, all ships outside French territorial waters must be recalled.

(9)—All information about naval mines and defences to be furnished. Minesweeping to be carried on by the French forces.

(10)—French Government not to undertake any hostile action with remaining armed forces. **Members of French forces to be prevented from leaving French soil. No material to be conveyed to Great Britain.** No Frenchman to serve against Germany in service of other Powers.

(11)—**No French merchant shipping to leave harbour.** Resumption of commercial traffic subject to previous authorization of German and Italian Governments. Merchant ships outside France to be recalled, or, if not possible, to go to neutral ports.

Aircraft and Military Stores

(12)—**No French aircraft to leave ground. Aerodromes to be placed under German or Italian control.** Any aerodrome to be made unusable on demand. All foreign aircraft in unoccupied territory to be handed over to German authorities and prevented from flying off.

(13)—All establishments and military tools and stocks in occupied territory to be handed over intact. Ports, permanent fortifications, naval building yards to be left in their present state and not destroyed or damaged. Same to apply to all means of communication, particularly railways, roads, canals, telephones, telegraphs, navigational and coast lighting marks. Material for repairs to be made available.

(14)—**All wireless transmitting stations in French territory to stop.**

(15)—French Government to facilitate transport of merchandise between Germany and Italy across unoccupied territory.

(16)—French Government to repatriate population.

(17)—French Government to prevent transfer of valuables and stocks from occupied to non-occupied territory or abroad.

(18)—**Cost of maintenance of German occupying troops to be paid by France.**

Prisoners

(19)—French Government to hand over all German subjects indicated by German Government who are in France or French overseas territory.

(20)—**All French prisoners of war in German hands to remain so until conclusion of peace.**

(21)—Provides for safeguards of material handed over.

(22)—German Armistice Commission will carry out armistice and co-ordinate it with Franco-Italian Armistice.

(23)—Armistice will enter into force as soon as French Government has concluded similar agreement with Italian Government.

(24)—Present Armistice valid until conclusion of peace treaty and can be denounced at any moment if French Government does not fulfil obligations.

Italy's Terms Summarized

Published in Rome on June 25, the Italian terms were similar to the German. Those peculiar to the Italian armistice are summarized:—

For the duration of the Armistice the Italian troops will stand on their advanced lines in all theatres of operation.

Zones of widths varying from 30 miles to 120 miles are to be demilitarized in France, Tunisia, Algeria, and French Somaliland.

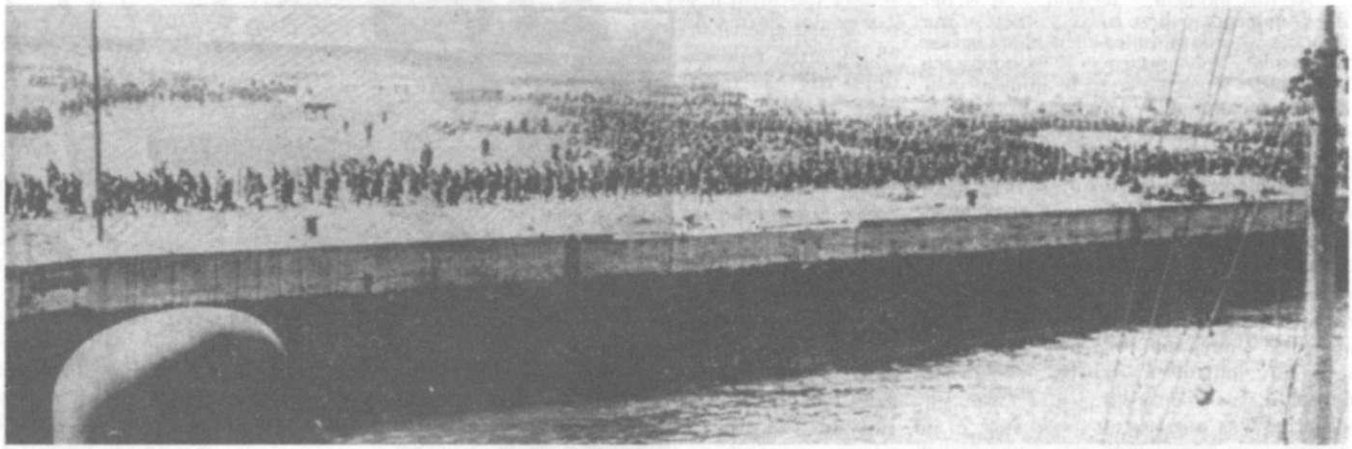
Italy is to have full rights over the port of Jibuti and the French section of the Jibuti-Addis Ababa railway.

For the duration of hostilities between Italy and Great Britain, the maritime and military fortified areas and naval bases of Toulon, Bizerta, Ajaccio, and Oran (in North Africa) shall be demilitarized. Demilitarization is to be achieved within 15 days.

The French Fleet is to be concentrated in ports to be indicated, and demobilized and disarmed under the control of Italy and Germany, except such units as the German and Italian Governments agree upon for the safeguard of French colonial territories.

Head of the French delegation which signed the armistice terms at Compiègne was Gen. Huntziger, commander of one of the French armies and a man with a distinguished colonial record. *Photo. Planet News*

'The Country is not Dead—Vive la France!'



Above is the last tragic scene on the sands of Dunkirk. These men are not waiting to be evacuated, but are being marched away to a German internment camp. The great majority are French soldiers who took part in the heroic rearguard action of General Prioux's army which enabled many of their comrades and practically the whole of the B.E.F. in Flanders to reach England in the great Armada of rescue ships.
Photo, Associated Press

however, their tenor had been reported, and they have been received with what Mr. Churchill described as "grief and amazement." From being a powerful ally France had been converted in a day or two into an enemy, for the terms of the capitulation provided for the employment of her territory, metropolitan and colonial, and of all her military, financial, and economic resources, in the war against Britain—against that country with which as recently as March 28 M. Reynaud's government had concluded a solemn pact, whereby the one country and the other swore that neither would make peace without the other's consent.

With shame and indignation those French people who were outside France received the news of Pétain's surrender, and with one accord hastened to repudiate it. From one after the other of France's possessions overseas—from Syria and from Morocco, from Indo-China and Madagascar—came tidings that France's proconsuls refused with indignation to haul down their country's flag, and in London a National Committee was instituted at the instigation of General de Gaulle, who for a few short weeks had been M. Reynaud's right-hand man. "The war is not lost," the General declared; "the country is not dead, hope is not extinct. Vive la France!"

In this pavilion in the forest of Compiègne was housed the dining-car in which Marshal Foch dictated terms to the German envoys on Nov. 11, 1918. To complete France's humiliation in 1940 it was in this car, sitting in the same chair in which Marshal Foch sat in November 1918, that Hitler received the French delegates. The car was afterwards taken to Berlin, and the ground on which it had stood was ordered to be ploughed up.
Photo, Wide World

THE PRIME MINISTER ON THE FRENCH SURRENDER AND THE FRENCH FLEET

Selected from Mr. Churchill's statement in the House of Commons, June 25:

We shall certainly aid, to the best of our ability and resources, any movement of Frenchmen outside the power of the enemy to work for the defeat of Nazi German barbarism and for the freedom and restoration of France.

The safety of Great Britain and the British Empire is powerfully, though not decisively, affected by what happens to the French Fleet.

M. Reynaud [on June 13] asked me whether Great Britain would release France from her obligation not to negotiate for an armistice or peace without the consent of her British ally. I felt bound to say that I could not give consent.

Separate negotiations whether for armistice or peace depended upon an agreement made with the French Republic and not with any particular French administration or statesman. They, therefore, involved the honour of France. However, provided that the French Fleet was dispatched to British ports and remained there while the negotiations were conducted, his Majesty's Government would give their consent to the French Government asking what terms of armistice would be open to them.

It was, therefore, with grief and amazement, to quote the words of the Government's statement which we issued on June 23, that I read Article 8 of the armistice terms. This article, to which the French Government have subscribed, says that the French Fleet, excepting that part left free for the safeguarding of French interests in the Colonial Empire, shall be collected in ports to be specified, and there demobilized and disarmed under German or Italian control.

The French war vessels under this armistice pass into German and Italian control while fully armed. We note, of course, in the same article the solemn declaration of the German Government that they have no intention of using them for their own purposes during the war. What is the value of that? Ask half a dozen countries what is the value of such a solemn assurance.

So In All France Was No Salvation Found

On the morrow of France's collapse an amazed world sought the reasons of the debacle —sought and found them in that complex of military miscalculations, political treachery and defeatism, social disunity and men who were not big enough to ride the storm, which is portrayed here by E. Royston Pike.

SOME people would say that the man who was primarily responsible for France's collapse in June 1940 was a six-foot-tall ex-sergeant of infantry who, after being severely wounded at Verdun, became Minister of War in Tardieu's cabinet of 1929 and died two years later—from, so it was said, typhoid fever contracted from eating his favourite oysters. This would be hardly fair, however, to his memory, for the line of fortifications which André Maginot conceived and which immortalizes his name was (we are now given to understand) never conceived or designed to be that impregnable barrier which a hypnotized world believed it to be.

Since "La Ligne Maginot" was completed in 1935 the people of France and of France's allies have suffered from what may be described as the "Maginot complex." The fact that the Line's primary function was to hold back the hordes of sudden invasion until France had had a chance to mobilize was hushed up, and no one and no newspaper made it clear that the Line did not extend from Switzerland to the Channel but terminated near Montmédy, from where to Dunkirk it consisted of little more than concrete posts strung out across a plain whose geological structure made it impossible to build the subterranean forts such as had been erected in the uplands of the Vosges and the Rhine valley.

That 'Maginot Madness'

While the Germany of Hitler and Goering was furiously arming, the great mass of the French people still went to bed at nights in a feeling of happy security behind the line which Sergeant Maginot had devised. Their confidence, shockingly misplaced as it was soon proved to be, was hardly surprising, when we remember that most of the chiefs of France's High Command were similarly afflicted with the Maginot madness. Because of this belief in the Line's impregnability France's war effort became essentially defensive.

France's Commander-in-Chief, who was also the Allied Generalissimo, was apparently well content with this war of inertia. In this country, and no doubt in his own, there were those who professed to believe that General Gamelin was the greatest soldier of the age, and that the strategy of the war could be left in no better hands. The newspapers were told, and in turn told their readers, that the great victory of the Marne in 1914 was due in large measure to Gamelin, then on Joffre's staff; and though the sub-editors sought in vain through the many thousand pages of war memoirs for any confirmation of this assertion, the pronouncement stood. Gamelin had triumphed at the Marne; he would triumph, too, on the Rhine.

On May 10 the great Battle of the West opened; on May 15 the Germans crossed the Meuse; on May 19 Gamelin was dismissed from his command. In his place ruled Weygand, General of France and "Foch's right-hand man." Twenty years before he had won the battle of Warsaw—though Weygand himself declared that the triumph was really due to the "heroic Polish nation itself." Surely he could be trusted to stop the gap, to rally the French armies and catch the divisions of the "mechanized Attila" in the net of the Weygand zone on the Somme and Aisne?

High Command Found Wanting

But Weygand was not a worker of miracles—and only a miracle-worker could have saved France in that hour of imminent collapse. The French soldiers fought as bravely as their fathers under Joffre or Napoleon or Turenne, but they were overwhelmed by the storm of German fire and steel. Better led they might have been extricated from their desperate position, but in the French High Command there were too few men of the quality of Giraud, Prioux, and de Gaulle.

If there was incompetent leadership at the front, what shall we say of the home front, where despite the colossal tragedy of the war the dirty game of French politics was played with all the old-time zest by careerists, politicians on the make, schemers and near-traitors of the Left and the Right? There may not have been many pro-Nazis in Paris, but there were many who looked with something akin to sympathy on Hitler as the defender of Western capitalism against the Bolshevik-Communist menace. In the first months of the war the "Reds" were rounded up with gusto, but the far more dangerous men of the Right, as well as the Laval-Bonnet-Flandin clique who might fairly be described as of Fascist inclination, were left free to pursue their intrigues. Daladier, the Radical Socialist, made way for Reynaud, the Independent Liberal, who was persuaded or compelled to appoint as Deputy Premier the venerable Marshal Pétain who to the timidity of old age added the conservatism of inborn inclination. Pétain was in the saddle, and to his support rallied the representatives of French finance, of big business, of appeasement and accommodation of the Axis Powers.

Many of these men were internationalists in the sense that their interests in coal and iron transcended the political frontier of France and Germany. Because their interests were continental they were inclined to look askance, we may well believe, on Mr. Churchill's proposal of an Anglo-French political and economic union. Britain looks out towards the Seven Seas on whose shores are clustered her daughter nations; the eyes of the French Rights were turned across the Rhine.

But far more than these differences of outlook served to keep Britain and France apart in the latter's hour of supreme crisis. The supporters of the Pétain Government and the members of Hitler's Fifth Column in France did their best to belittle Britain's war effort, as, for instance, when M. Prouvost, the new French High Commissioner for Propaganda declared (quite incorrectly) that Britain had promised to despatch to France in the first months of the war 26 divisions, whereas only—only!—400,000 men had been sent. They pointed out, too, that France's manhood was mobilized up to the age of 48, while hundreds of thousands of young men in England had not even received their calling-up notices; and on June 12 when France's soldiers were dying in droves on the Seine 30,000 British folk crowded by rail and car to Newmarket to watch the War Derby.

But black as was France's outlook on June 14 when Paris fell, the situation might yet have been retrieved if the Third Republic in 1940 had been able to throw up a man of such demonic energy as the Clemenceau of 1918. Reynaud was a man of vigour and discernment, but his resolution, though great, had not the iron quality of "the Tiger's." Something of Clemenceau's spirit was present in M. Mandel, Reynaud's Minister of the Interior, but Mandel was a Jew, and Jews have never been popular in French government circles.

Pétain the Timid Pessimist

As for Pétain himself, listen to what Lloyd George wrote of him years ago.

"An able man and a good soldier," but "careful and cautious even to the confines of timidity." Both Poincaré and Clemenceau, Mr. Lloyd George tells us, constantly complained of Pétain's pessimism. "He was inclined to dwell on the gloomiest possibilities of a situation . . . he would have made an ineffective Commander-in-Chief for Allied Armies confronted with the problems of 1918."

What a tragedy that in 1940, when France was confronted by problems greater far, and far more dangerous, than those of 1918, this innate pessimist, this man of withered arteries and tired heart, was at her helm!

This Is the French Navy That Hitler Demanded

According to Clause 8 of the armistice terms imposed by Germany on France, the French Fleet was to be collected in specified ports, demobilized, and disarmed under German or Italian control. How grim would be Britain's naval outlook if to the navies of Italy and Germany were added that of France will be clear from the following account.

IN number, size of ships, and quality, the French Navy ranks fourth amongst the navies of the world, and at the outbreak of war it numbered nearly 200 warships.

At the head of the list were the two great new battleships "Dunkerque" and "Strasbourg," each of 26,500 tons, and with a primary armament of eight 13-inch guns (having a range of over 20 miles, and firing 1,200 ton shells at the rate of three a minute), and a secondary armament of sixteen 5·1-inch guns—the latter being dual-purpose weapons capable of being employed either against aircraft or surface targets at an effective range of 11,000 yards. The "Dunkerque" was put into service in 1937 and the "Strasbourg" in 1938, and both were designed as France's answer to Germany's vaunted pocket battleships.

Next come five older battleships, originally built during the Great War but since entirely reconstructed: "Courbet," "Paris," "Bretagne," "Provence," and "Lorraine," each of 22,189 tons; the first two have a principal armament of twelve 12-inch guns, the "Bretagne" and "Provence" have ten 13·4-inch guns, while the "Lorraine" has eight 13·4-inch guns. There was one aircraft carrier, "Béarn," 22,146 tons, and a seaplane carrier, the "Commandant Teste" of 10,000 tons.

Of cruisers there were seventeen, with a tonnage ranging from 10,000 to 6,496, and armed for the most part with 8-inch and 6·1-inch guns. Then, in addition, there were two cruiser minelayers, "Emile Bertin," 5,886, and "Pluton," 4,773 tons.

Following the cruisers there came 32 ships designated as *contre-torpilleurs*, which might be described as light cruisers or flotilla leaders; for the most part they were built between 1926 and 1938, and have a tonnage of between 2,126 and 2,884, with a speed in some cases of some 40 knots. The *torpilleurs*, or destroyers, numbered 26, averaging 1,350 tons. Then there were twelve torpedo boats and 78 submarines, of which 46 were of the large ocean-going type, six of them equipped as mine-layers. The largest submarine in the world, it may be noted, is the French "Surcouf," with a surface displacement of 2,880 tons.

Since the war began a large number of warships of all classes have been completed and added to the fleet. The most important addition is the great 35,000-ton battleship "Richelieu," which went into commission in the late spring of 1940; she is armed with eight 15-inch and fifteen 6-inch guns and has a speed of well over 30 knots. The second ship of this class, the "Jean-Bart," was launched about the same time, but is not yet in commission. Other battleships of the same class, to be named "Clemenceau," and "Gascogne," were under construction, and it has been stated that the work had been so speeded up that they would be launched considerably earlier than was originally provided for. Other warships on the stocks include two aircraft carriers of 18,000 tons, three 8,000-ton cruisers, 29 destroyers and 23 submarines.

French naval losses in the war have been inconsiderable. Only one submarine has been reported lost, the "Doris," sunk off the Dutch coast in May 1940; seven French destroyers were sunk in the course of the Dunkirk operation, and some other ships in the Norwegian campaign. Then one cruiser, "La Tour d'Auvergne," caught fire and blew up at Casablanca on November 18, 1939.

During the war the French Navy has been of inestimable value to the Allied cause. Her ships and Britain's have maintained the blockade in the Atlantic, and during the first phase of the war the *Escadre de la Méditerranée* was largely responsible for the patrolling of the Mediterranean. Off Norway and Dunkirk France's ships shared the dangers and the glory with the Royal Navy. Thousands of troops were conveyed from Africa to France and from France to Syria under the protection of French warships without the loss of a single vessel, and the B.E.F which crossed the Channel in the autumn of 1939 was under the guardianship of our Ally's fleet; similarly, the Second Canadian Contingent was escorted across the Atlantic by a French admiral who flew his flag in the "Dunkerque," and Australian and New Zealand troops have also been convoyed by French cruisers.

Just as the British armies overseas have been under the command of French commanders-in-chief, so the French Navy has been under the direction of British admirals. The C.-in-C. in the Mediterranean of both the British and French fleets is Admiral Sir Andrew Cunningham, and the French ships in the Atlantic and English Channel have been in like manner under the command of Admiral Sir Charles Forbes. This fact alone served to reassure, in some measure at least, those who feared that France's military collapse would be followed by her fleet's surrender.

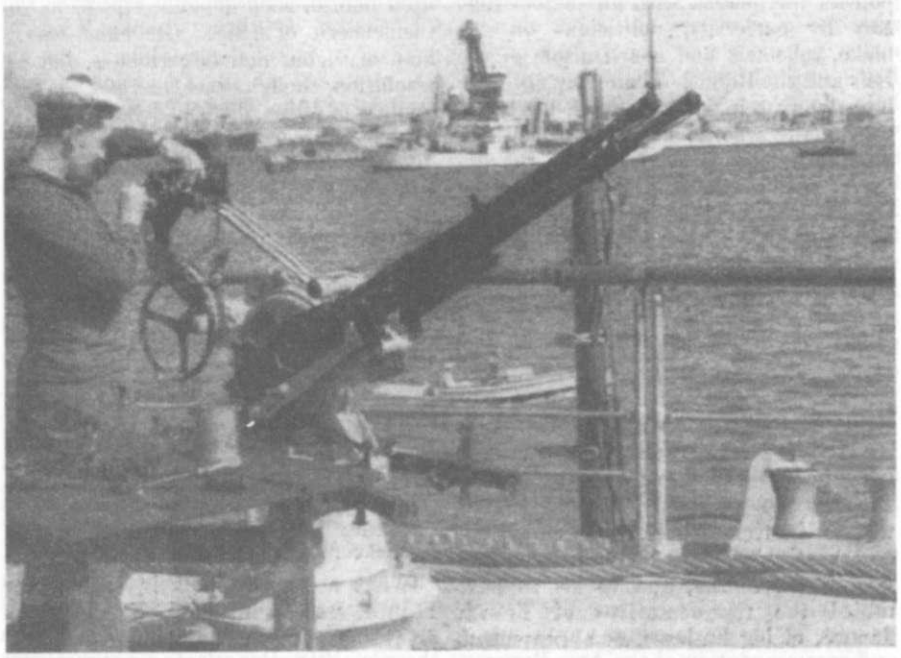
French Navy at Outbreak of War

New Battleships	2
Old Battleships	5
Cruisers	17
Cruiser-minelayers	2
Flotilla Leaders	32
Destroyers	26
Torpedo Boats	12
Submarines	78
Aircraft Carrier	1
Seaplane Carrier	1
Total	176

Ships completed since Sept. 1939 or under construction

Battleships (completed)	2
,, (on stocks)	2
Cruisers	3
Destroyers and Torpedo Boats	29
Submarines	23
Aircraft Carriers	2
(Approx.)	61

NOTE.—No allowance has been made in this summary for casualties.



Shortly before the entry of Italy into the war France strongly reinforced her navy in the Mediterranean, and here we see some of her ships, including one of her big battleships, in the harbour at Alexandria. While operating in Mediterranean waters the French ships were under the orders of the British Naval C.-in-C., Admiral Sir Andrew Cunningham. *Photo, Keystone*

FRANCE BETRAYED BY HER LEADERS
Will Yet Regain Her Freedom

By the Editor

IT has long been a Latin practice to name certain streets and avenues of their capital cities with their red-letter dates of history. Paris has her Rue 4 Septembre and several others, Rome her Via Venti Settembre, Buenos Aires her Avenida de Mayo, and there are many hundreds of others throughout the Latin world.

As a variant might it not be salutary to recall a day of national humiliation : not a day on which a nation was beaten to fight better, but a day on which a handful of false and bewildered leaders sold it into slavery . . . a period of servitude, which would be remembered mainly for the perfidy of the leaders while the people's spirit and energy remained unbroken ?

For nearly half a century Paris kept her statue of Strasbourg in the Place de la Concorde draped in black crape : a continual mourning for the loss of Alsace and Lorraine in 1871. On a happy day in 1918 these funerary trappings were removed. Will they ever be replaced ? I doubt it : Alsace and Lorraine seem now to be lost for ever, though Hitler had lyingly declared himself content that they should remain a part of France.

A Betrayal Without a Parallel

TODAY Paris might well re-christen the Champs-Elysées, l'Avenue 22 Juin. And drape all its buildings in funereal crape. Not as a sign of national collapse, but as a remembrance of a betrayal that is without a parallel in all history. The betrayal of France. The betrayal of Britain. No country in Europe —in the world—has contributed more than France to human freedom, liberty, world enlightenment. It is her immense and overwhelming misfortune that, for lack of energetic leaders and commanders of vision and resolution, she has been betrayed by a nerveless supine government in whom all these fine and heroic things have died ; that her squalid party politics have temporarily overshadowed her noblest aspirations.

No one knowing the glorious story of France's stand for the liberties of man will ever believe that those craven politicians who this day signed the infamous armistice terms at Compiègne and then flew on to wallow in their humiliation by meekly signing on the dotted line dictated by Italy's gangster chief at Rome, represented the people and the spirit of France and her mighty Empire. Those who do believe that must agree that M. Reynaud's assertion that " France cannot die " has been given the lie : to them France is dead ! No Briton I hope, believes that.

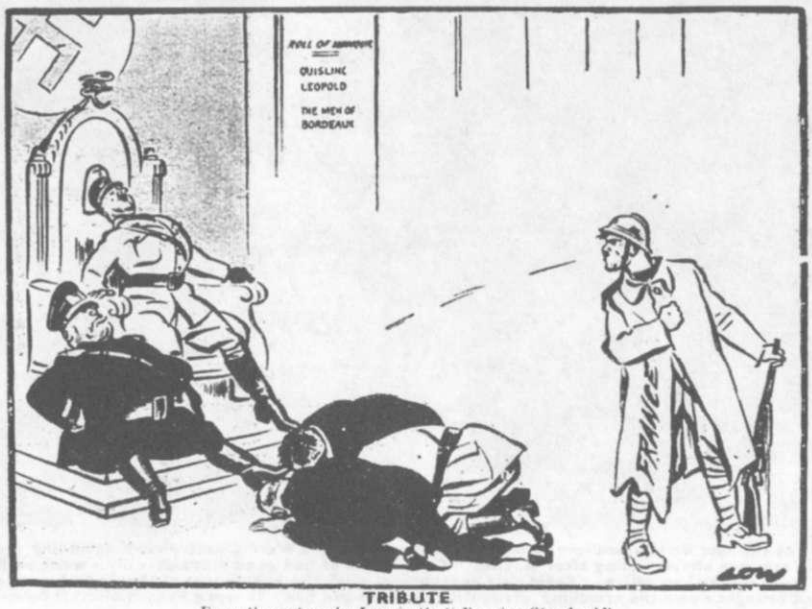
SHORN of its rhetoric, we have no valid reason today for accepting M. Reynaud's " France cannot die " as a truism. Great Assyria, mighty Persia, Babylon are long dead, Carthage is dead, great Rome itself, the world civilizer, is dead—why not France ? Not one of these powerful empires of the past—not all together—contributed to the sum of human happiness anything comparable with the ideals of " liberté, égalité, fraternité " which the French Revolution gave to mankind. Every nation in South America was born out of the French Revolution.

BUT all things born must die in accordance with the processes of Nature. Can it be that the hour of death for France has sounded ? It may be, but even in this darkest hour of the Twentieth Century there are few in the free countries of the world who will believe it. And in our refusing to believe it lies the way to her salvation.

So far the forces of darkness have achieved all and more than they set out to achieve. Hitler has kept to his programme. Who derides that madman of genius at this moment has failed to appreciate his great qualities of carefully timed ruthlessness. In the world's history Hitler stands alone as the greatest conqueror of all time, announcing in advance his intentions and one by one attaining them.

He did not know, however, that France was to suffer the stupendous misfortune of a Fifth Column government—and how it attained office is by no means clear—which, dead to all sense of decency and obligation, would play into his hands. This sorry group of men, whose names will go down the ages as traitors to France, to freedom and to Britain, were none of his nominations. Lebrun, the spineless President, Pétain, the military defeatist of 1918, Laval, the shady politician, and all the rest boiled up out of a foul political broth that has been brewing so long and they were more anxious for their own skins, their own money bags and an easy issue to the troubles of their time than to hold aloft the oriflamme of France and freedom. Lebrun, in particular, representing the moneyed classes and their willingness to snatch a brief few years of ease and comfort at the cost of generations of suffering for the workers, looked on benignly and gave some constitutional sanction to the appalling betrayal.

THE betrayal of France makes the monstrous treachery of Leopold shrink into almost a minor episode in the astounding tale of treason. But it must never be forgotten that the French people are those who have most suffered in this infamous betrayal. In the past they have known how to turn and rend those in power who have failed of leadership. Soon we may see another revolt in which the traitor heads will fall.



TRIBUTE
From the cartoon by Low in the " Evening Standard "

ON what still stands of the Palace walls of Carchemish, in Syria, there is a series of sculptured slabs showing how the Hittite treated his fallen foes. The enemy leaders with upstretched hands sue for mercy lying on their backs under the horses of the Hittite chariots, while—the final indignity—the horses make their water on them. That is a good, if crude, representation of the chariot of Hitler (with his Italian jackal in attendance) in his attitude to Pétain and his shameful group of politicians who have sold France to the modern Hun.

But it is no representation of the French people, who have it in them to rise superior to their cowardly self-imposed leaders, and in the end to save their souls. Frenchmen knew the moment Pétain had polluted his Cabinet with Laval that all was lost politically. The entire government is tarred with a Fascist brush and is out of tune with democracy.

HERE is no place for prognostication : our concern is with the things that have happened. But we cannot ignore the implications of these things. And they bid us hope that, so far as France is concerned, all is not lost. It is difficult to believe, for instance, that any French captain will tamely steer his warship to a French port so that it may be turned over to a Nazi officer to be used against France's one faithful ally. Or that any flying officer with a machine at his command will leave it in a French aerodrome for the service of the enemy against France's pledged and unwavering comrades in arms.

The great French Empire exists apart from the politicians and schemers of Paris : commanded by men of action and patriots to whom the Paris politician is a loathsome thing, and it can well continue, with British co-operation, to exist as a mighty arm against the forces of Nazi and Fascist.

We Shall Overcome the Forces of Evil

SELF-RELIANT in our island fortress we British are able to meet the onslaught of the Totalitarian powers and to exhaust them, while on far-flung posts of Empire—the Anglo-French Empire—we can, in co-operation with the patriotic French, give blow for blow and overcome the forces of evil.

A hundred times in history, though the conditions may have vastly differed, nations have stood at a point in time when all seemed lost, only to emerge in the end victorious and stronger than before. We stand at such a point in time today and, shoulder to shoulder with all that is worthiest in the Empire of France and still remains free to exercise its striking power, we shall yet see the dawn of a day when Hitler and his fouler henchman of Italy will have to acknowledge that all their easy-won victories are eaten up in defeat ; that despite the French Fifth Column, represented by this pitiful Pétain government which has brought France to her knees in Europe, France will rise again and with her Poland, Holland, Norway, and all those other peoples who have preserved their souls in that chaos which, for the moment—and not for very long—the ruthless measures of a pitiless, mechanized nation of robots has brought upon Europe.

From France in Collapse the B.E.F Came Home

The great French port of Le Havre was repeatedly bombed by the Germans. Above is the scene after a raid during which incendiary bombs were dropped. Left, at a London terminus, a man of the B.E.F. has found an uneasy but nevertheless welcome resting-place on a motor-cycle.

On Monday, June 17, some of the last British soldiers to leave France arrived at a West Country port, including men of the B.E.F. and a Canadian division, a number of whom are seen above resting after landing. The Canadians had gone overseas only a week earlier and had arrived within 30 miles of Paris when they were ordered to retire. Their only engagement with the enemy was at the French port of departure, where they were bombed, but brought down the attacking 'plane with machine-gun fire. It was a French aircraft flown by a German.

Photos, Keystone and "News Chronicle"

By Road and Field the Nazis Sped to Victory

These pictures of advancing German troops are reproduced from the German military periodical "Die Wehrmacht." The one shows German infantry deploying in a field, while in the other a German motorized unit, half obscured in drifting clouds of dust, speeds along a road lying between wooded hills. Commenting on the lightning advance of the Nazis, the caption reads: "As it was in Belgium and France, so it was in Flanders . . ."

The New Phase in Our Air War Against Germany

After the opening of negotiations with the enemy by Marshal Pétain's government the Advanced Air Striking Force was withdrawn to British bases. Episodes of its work during the last fateful days are here described, and an account is given of the nightly operations of our bomber squadrons against key points in Germany.

After the fall of Paris on June 14, it became clear that a new phase of operations was about to begin for our Royal Air Force. The enemy's southward drive, it seemed, could not be halted; on June 17 came the news that the Government of Marshal Pétain had opened negotiations with the Nazis. In view of a possible worsening of the military situation adequate steps had been taken to bring back the A.A.S.F. nearer to the coast, and, in fact, by the end of the third week of June most of our bombers and fighters had been safely withdrawn to home bases.

And during those last fateful days the A.A.S.F. and their French colleagues had taken a dreadful toll of the Nazi air force. In one week the Germans had lost 500 dive-bombers, and there is no doubt that their casualties among fighters and other aircraft had been severe.

An indication of the qualities that nabled our airmen cheerfully to take on odds of two or three to one is afforded by the story of a Blenheim's last fight.

It had been on a "strafing" expedition to Rotterdam. With others of the squadron the Blenheim attacked enemy aircraft and blazed away at hangars—and then, as it came out of a dive, had found six Messerschmitts "on its tail." Its port engine, smoking from an early enemy shot, was destroyed by a cannon shell, and things began to look black. Apart from the six pursuing Me 109s, there were at least fifty enemy 'planes in the air at the time. As the Blenheim turned for home it swung from side to side and its speed fell to 130 m.p.h. One enemy shell broke up the tail, and another took ten inches off the airscrew blade. After ten minutes the Nazis decided that only one of their number would be needed to finish off the Blenheim, and the other Me 109s flew off. The remaining enemy attacked at close range—but luckily the Blenheim's rear gun, which had previously jammed, now came free and was fired. The enemy must have been hit, for he slowed down and fell away towards the ground. The Blenheim's crew were now left alone. They went along slowly, hedge-hopping on their one engine, but soon decided to come down on a mudbank off the Dutch coast, whence a destroyer afterwards took them home to England—to find themselves posted as "missing."

On another day the air gunner of a British Defiant fighter shot down a complete formation of five Ju 87 dive-bombers within a few seconds. Another gunner of the same squadron shot down three in quick succession. Altogether, during that day, 42 enemy dive-bombers were accounted for by the twelve Defiants. The Junkers had been dive-bombing on ships off a French port and had set three vessels on fire. The enemy paid a heavy price for those ships.

An encounter typical of the R.A.F. spirit was that of June 17. A section of three Spitfires met three German dive-bombers between Boulogne and Le Touquet; each British pilot singled out one of the Junkers, with the result that one enemy machine crashed into the sea, another dived into cloud with flames spouting from its starboard engine, and the rear guns of the third were silenced.

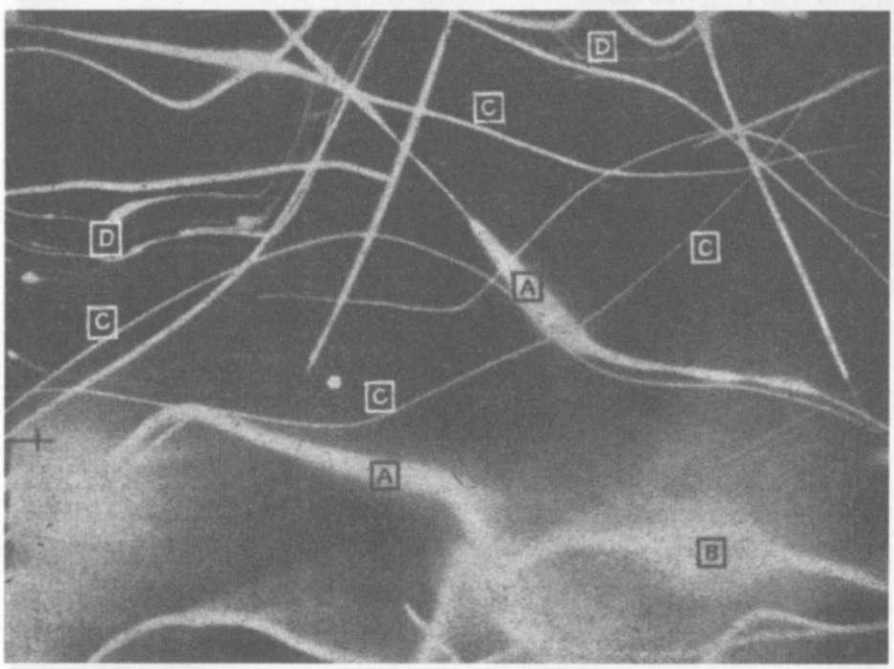
A squadron of Hurricanes, swooping down out of the sun on the morning of June 20, machine-gunned German machines parked in two long lines at Rouen-Boos aerodrome. There were 50 Ju 52s (troop carriers) and Ju 87s (dive-bombers) on the ground: twenty were damaged and four set on fire.

After the strategic rearrangement of our air forces following the fateful events in France it fell mainly to the R.A.F. bomber squadrons to strike hammer-blows at the enemy. Night after night our heavy bombers attacked military objectives in North-western and Southern Germany and the Ruhr. Ere the enemy had been able to clear away the debris of one raid, his marshalling yards, railway junctions, and railway warehouses were subjected to another nightly visitation. In the Ruhr valley are many large oil storage depots and refineries. Two at Gelsenkirchen were attacked and hit repeatedly on the night of June 17.

Other R.A.F. squadrons bombed objectives in North-western Germany that same night, with a similar tale of destruction. Refineries at Dollbergen, east of Hanover, and at Hamburg were set on fire. Next evening Hamburg and Hanover were revisited, while at Bremen more than 250 bombs were dropped within ten minutes on numerous oil tanks. At Kastrop, N.W. of Dortmund, during the night of June 18, a petroleum refinery was destroyed. Rail junctions at Gladbach, Wesel and Arsbrech were bombed; two goods trains in the yard at Soest were hit with heavy calibre bombs. In a cutting near Cologne our men caught another train, probably laden with munitions, and scored three direct hits which caused violent explosions. The same night a power station near Hamburg and a large munitions works in the Cologne district were badly damaged.

So the work went on. "Large-scale operations by R.A.F. bombers continue nightly," said an Air Ministry announcement of June 20. Here was something to hearten the British civilian in his resistance to the Nazi aerial terror. Night after night, for weeks past, our airmen had been pounding away at real military objectives on a scale that made the Nazi's reprisals seem puny.

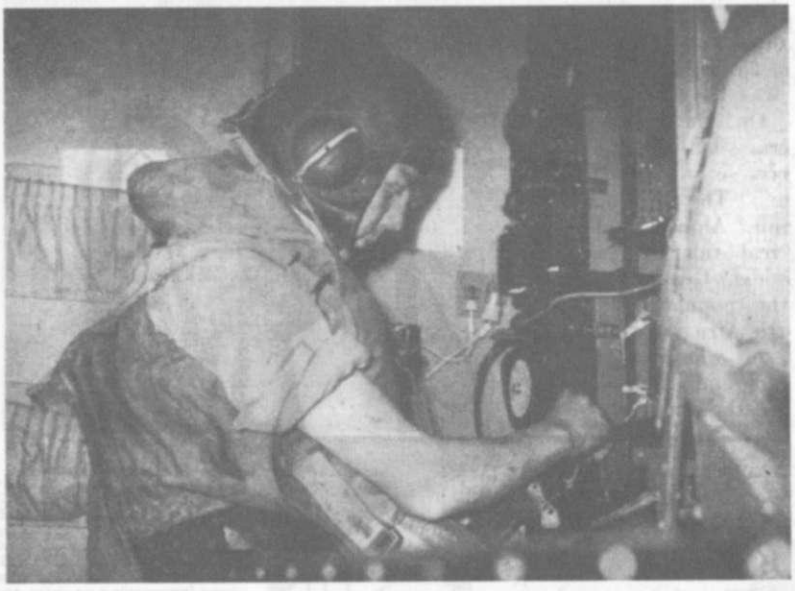
So heavy was the damage regularly inflicted that the raids caused the greatest annoyance to the Nazi authorities, who were unable to explain to the German public the frequent penetration of their A.A. defences. Production in some munition factories was held up for a week at a time, while the havoc in Hamburg caused one observer to compare it with Warsaw, perhaps a pardonable exaggeration.



This is what our airmen see when they come down to a target in night bombing raids on the Ruhr. Owing to the incessant and rapidly-changing course of the aircraft all lines are curved. A, searchlight beams broadened as their movement slows and become circular (B) when it stops. C, tracer bullet lines criss-crossing, and D, incendiary shells. *British Official: Crown Copyright*

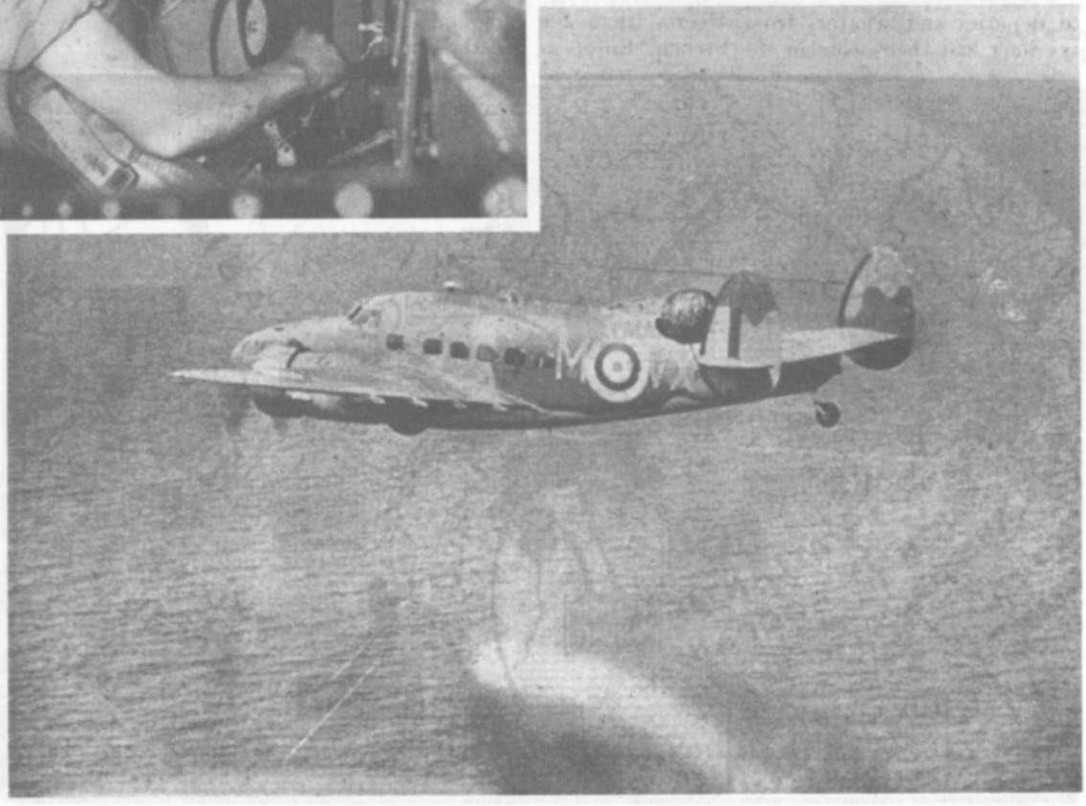
American Bombers Under Fire with R.A.F.

The navigators of Lockheed-Hudson bombers work on what is called the "ground floor," that is, the windowed nose seen in the photograph at the foot of this page. Above, left, the navigator of one of the five that took part in the Borkum raid is handing a note of the course to the pilot. One of the carrier pigeons which the bombers carry laid an egg during the raid, and right, a member of the crew offers his congratulations at the base.



Wireless kept the raiders in constant touch with their base, and here the radio operator of a bomber is sending a report of the results of the action to the officer of the Coastal Command.

WHEN carrying out, one day in June, a patrol near Borkum, Heligoland, and the Danish coast, five American-built Lockheed-Hudson aircraft of the R.A.F. Coastal Command made extensive locations and reports on the movements of enemy ships in the Heligoland Bight area. During the greater part of their flight the weather compelled the 'planes to fly at 200 feet above the water. The German Flak (anti-aircraft) ships opened up intense fire, but the Lockheed-Hudsons climbed steeply out of range. The squadron to which they belong has flown over 7,500 hours and covered nearly a million miles since the beginning of the war—an achievement of which their American builders might well be proud. The photograph below is one of the first to be released of a British 'plane actually under fire from German Flak ships.



Right, is one of the Lockheed-Hudson bombers, as seen from another 'plane while actually under fire, a unique photograph of aerial warfare. The two white streaks at the bottom of the photograph, just above the blurred outline of the engine of the 'plane from which it was taken, are the tracks of German tracer bullets.

Photos, British Official: Crown Copyright

The French Empire Refuses to Haul Down the Flag

"The battle for France has ended," said a high French official at Beirut when he heard the news of his country's surrender, "but the battle for our Empire and the World War are just now beginning. In this the French and British Empires remain side by side." How vast and how strong is France's overseas empire will be clear from this article.

WHEN, after a month of terrific fighting "metropolitan" France lay prostrate at the feet of the conqueror, many of the lands and peoples which composed France's overseas empire refused to follow Marshal Pétain along the path which led to shame and servitude. From Africa and from Asia, from the islands of America and of the exotic southern sea came expressions of a resolve, as General Mittelhauser in Syria put it, "to defend with indomitable energy the honour of France and of her flag."

To that extent, at least, Hitler was disappointed in the fruits of France's capitulation. To crush France on the field of battle was a great military achievement, but to secure the Republic's overseas possessions would crown his victory with a spoil beyond imagining. For the French Empire extends over 4,617,579 square miles, and has a population of some 65,000,000. It is second, indeed, only to the British Commonwealth in the number of its people, in the wealth of its raw materials, in the extent of its possibilities.

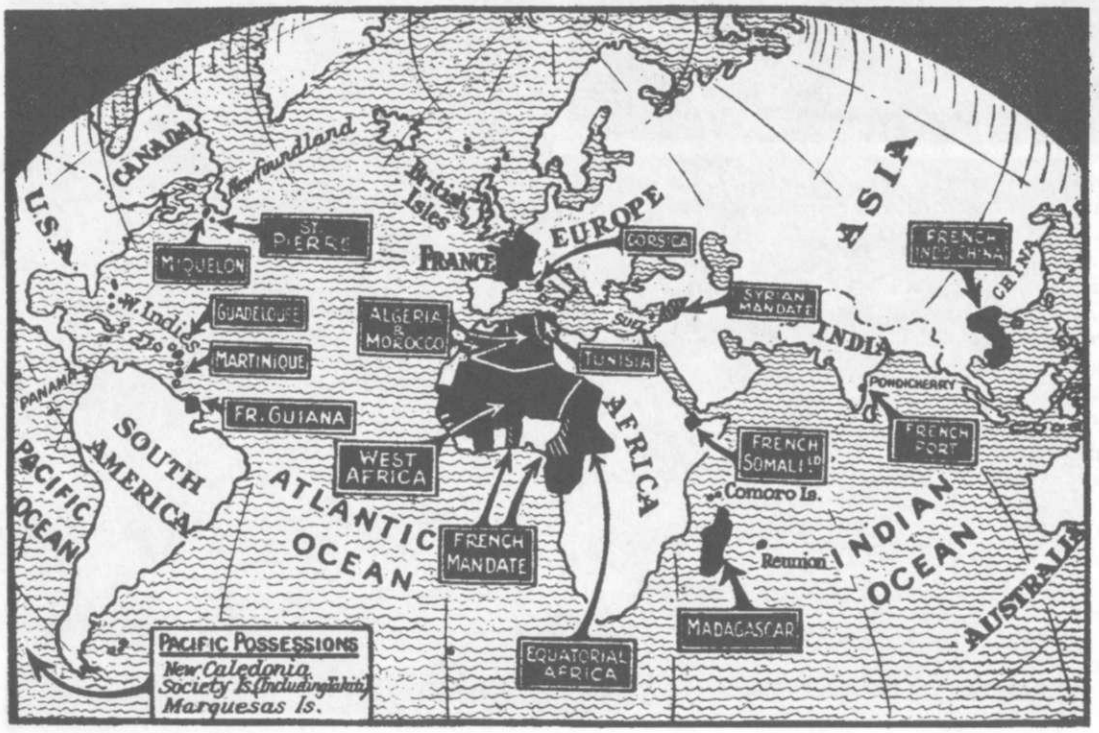
By far the greater part of the empire is in Africa, north and central. Only a day's sailing from Marseilles is Algiers, capital of the great province of Algeria; so near is it, indeed, to the homeland that Algeria's government is shared between the Governor-General in Algiers and the Ministry of the Interior in Paris, and deputies and senators from Algeria have long had their seats in the French parliament. Its garrison, too, comprising part of the 19th Army Corps, belong to the metropolitan and not to the colonial army, and their recruiting depots are all in France. To this there is one exception—the world-famous Foreign Legion, whose headquarters are in Sidi bel Abbes in the department of Oran.

West of Algeria is French Morocco, which, though nominally an empire—the present sultan is Sidi Mohammed—has been a French protectorate since 1912. The Sultan retains his traditional pomp and spends his time pleasantly enough in one or other of his four capitals, Rabat, Fez, Marrakesh, and Meknes; but the real power is centred in the hands of the French Resident-General and General Nogues, C.-in-C. of France's North African army, who on June 25 declared that resistance was the order of the day. On the farther side of Algeria is Tunis, which, like Morocco, is a French protectorate. The reigning bey is Sidi Ahmed, but again the real ruler is the French Resident-General.

In all, the population of French North Africa is some 16,000,000, of whom fewer than a million and a half are Europeans; the rest are mainly native Moslems of Arab descent. South of the Atlas France's West African empire extends for 1,000 miles, including within its 2,000,000 square miles the wastes of Mauretania, the wild, sandy tracts of the Sahara, the forests of the Ivory Coast, the jungles of Dahomey and

In the Near East the most important of the French territories is Syria, which was mandated to France by the League of Nations and is now on the road to full nationhood. Among its many interesting peoples are the Druses, and here, holding the regimental standard, is a Druse cavalryman serving in the French colonial army.

Photo, Keystone



Second in importance only to the British Commonwealth, France's colonial empire comprises territories in all the quarters of the world. The most important, together with metropolitan France, are marked black in this map. The Empire's area is 4,617,579 square miles and its peoples, white, black, yellow and brown, number more than 65,000,000.

Not for Them the Slavery of Nazi-Fascist Rule

French Moroccan troops who, while fighting in France, were surrounded in an advance post by the enemy but bravely beat them off, are being decorated by a French general.
Photo, Section Cinéma de l'Armée

Wearing the characteristic hats of Annam, these soldiers are included in France's native army in Indo-China. *Photo, E.N.A.*

the Niger. In this vast area 15,000,000 of black folk are guided on the road to civilization by French officials.

To the south, athwart the Equator, lies another great stretch of French territory nearly a million square miles in extent, inhabited by about three and a half millions in the most primitive state of human existence. Here, too, in this land of steaming swamps, of great rains and relentless sun, the tricolour is the banner of civilization.

Still we have not completed the survey of France's African empire, for 240 miles off the continent's eastern coast is the great island of Madagascar, which, with its area of 241,000 square miles, ranks as the third largest island in the world. It is inhabited by 3,800,000 people, of whom the great majority are of the Malagasy tribes. Since 1896 Madagascar and its dependencies have constituted a French colony with the seat of the Governor-General at Antananarivo.

In Asia France's dominions are hardly less valuable than her African. First are the territories of Syria and Lebanon, which, once Turkish, were mandated to France by the League of Nations in 1922. Some 58,000 square miles in area, with a population of 3,650,000—Moslem Arabs, for the most part—the territories are now divided into the republics of Syria and Lebanon and the governments of Latakia and Jebel Druse. Since 1936 Syria has enjoyed a large measure of autonomy, though there is still a French High Commissioner at Beirut, M. Gabriel Puaux. By a military convention made in 1936 France was enabled to maintain armed forces in several areas, and indeed Syria is the headquarters of France's army in the Near East, of which General Mittelhauser is the Commander-in-Chief—that Mittelhauser who on June 22 declared that whatever might happen in France it was the determination of the French forces in Syria to fight on.

A similar declaration was forthcoming from the Governor-General of Indo-China, France's enormously wealthy congeries of States in the far south-east of Asia. The colony of Cochin-China and the protectorates of Annam, Cambodia, Tongking, and Laos, make an area of about 281,000 square miles with a population of 24,000,000. On the whole, no French colony is more progressive than Indo-China, and on Cochin-China in particular the French genius has set its mark. The whole country is under a Governor-General at Saigon, but there are still kings in Annam and Cambodia—their majesties Bao-Dai and Sisowathmonivong.

Still we have not finished, for France's flag flies in India at Pondicherry and four other little colonies with a population of rather less than 300,000; at the islands of St. Pierre and the Miquelons off Newfoundland in the North Atlantic, and Martinique and Guadeloupe in the West Indies; at French Guiana in South America, and at New Caledonia, the New Hebrides, and many another island and group of islands in the South Seas.

In all the continents, indeed, France has played her part as the apostle of civilization, and for millions of people, white, black, yellow, and brown, her flag has come to stand for liberty and progress. What a tragedy for them and for the world if the swastika should be flaunted where the tricolour has flown!

The Spahis are the crack cavalry of the French North African Army. They have fought with valour alongside French soldiers in this and other wars. These men exemplify the warlike mien of the troopers. Centre is a typical infantryman of the North African Army. *Photos, Associated Press and Paul Popper*

These Were Once Englishmen's Homes

Houses in a Cambridge town shattered by Nazi bombs on the night of June 18, 1940

They Held More Than Hitler—But They Lost

Those who are oppressed by the speed and extent of Hitler's conquests may be advised to study history. A glance at the maps shown in this page will show that Napoleon and Kaiser Wilhelm II both succeeded in overrunning the greater part of Europe, and yet both failed in their assault on Britain. In this fact we may well find encouragement.

THREAT of invasion by an enemy holding or controlling most of Europe is no new thing for Britain. In the past Napoleon and the Kaiser have menaced our security, but they were beaten by the power of the British Navy. So it will be with Hitler's Germany.

At its greatest extent Napoleon's immense empire included France, Spain, the Low Countries (Holland and Belgium), Norway and Denmark, the Confederation of the Rhine, Prussia, the Grand Duchy of Warsaw, the Illyrian Province, the Austrian Empire and Italy. Eastwards his way was barred by the Russian and Ottoman Empires. In the Mediterranean he held Corsica and the Balearic Islands.

In 1803 war broke out again between Britain and France, and Napoleon planned the invasion of our shores. He gathered at Boulogne a fleet of 2,500 flat-bottomed shallow-draught transports in which he intended to convey his armies across the Channel and land them between Dover and Hastings. For two years and two months his transports awaited a favourable opportunity, which never came, and Napoleon's grandiose scheme collapsed. Nine years of sea war followed, during which Napoleon's power dwindled, until in 1814 came his defeat and abdication, followed in 1815 by Waterloo.

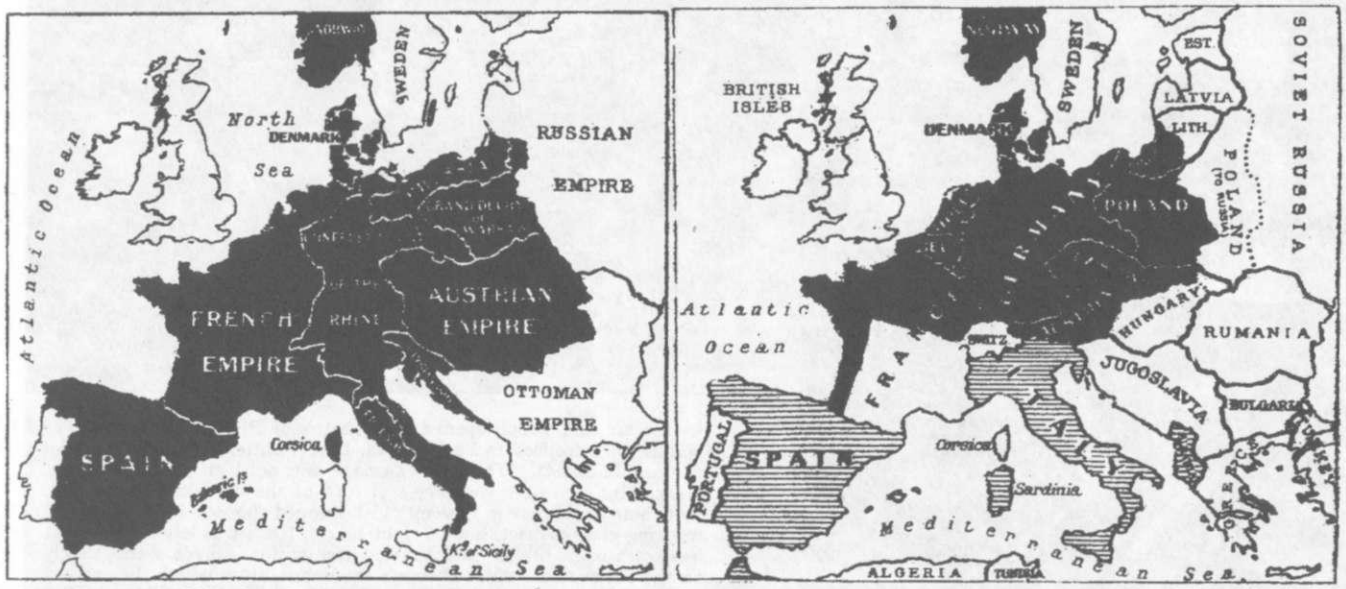
Here in one map is a comparison of the Kaiser's empire of 1918 with that of the Fuehrer in June, 1940. Hitler still did not control so great an area as that occupied by German troops in early 1918. *From "News Review"*

Though the Kaiser, too, had dreams of the invasion of Britain it was never attempted by his army and navy—for the same reason that wrecked Napoleon's plans: Britain commanded the seas. The German navy was held in an iron grip and seldom sallied out from its home bases.

The Kaiser's conquests included an immense extent of Russia, almost all Belgium, a slice of France, and the entire territories of Rumania and what is now Yugoslavia. Bulgaria and Austria-Hungary were fighting with him, and Turkey also was his ally. Syria, Palestine and Iraq were in the hands of Britain's enemies. The Kaiser's hold on Europe and the Near East was, in fact, greater than Hitler's. But in the end he failed to hold any territory outside Germany itself.

As Mr. Churchill recently reminded us, he felt confident in 1914 of the Navy's ability to secure this country against invasion or serious raid by sea. On June 18, 1940, the Premier repeated his pledge. "So far as sea-borne invasion on a large scale is concerned," said Mr. Churchill, "we are far more capable of meeting it today than we were at many periods in the last war."

Hitler's conquests look very imposing on the map and almost rival those of Napoleon. Italy is his confederate; non-belligerent Spain is his friend. Together they may menace Gibraltar and challenge Britain's control of the Mediterranean, but the British Navy is still pre-eminent. And there is one vital factor that is not disclosed by these maps—the moral and material aid Britain is receiving in ever-increasing measure from her Dominions and Colonies overseas.



That the empire of Napoleon (left) at its greatest extent far exceeded Hitler's Third Reich (right) is clear from these two maps. Even if we include non-belligerent Spain and allied Italy in Hitler's realm it still has not the extent of that of the world conqueror of 130 years ago. *From the "Evening Standard"*

Their Anderson Shelters Saved Their Lives

TILES BROKEN & DISPLACED BY BLAST
GARAGE & SHEDS COMPLETELY WRECKED
ALL WINDOWS SHATTERED
ANDERSON SHELTER INTACT & OCCUPANTS UNHURT THOUGH NEARER TO BOMB THAN HOUSES
CRATER MADE BY MEDIUM BOMB

This crater was made by a bomb during the German raid of June 18. The people in the Anderson shelter were unscathed. Right, completing Britain's biggest shelter; it is a disused electric railway tunnel in Southwark, accommodating 11,000 people.

Inside this Anderson shelter in East Anglia an elderly couple took refuge during a raid. A bomb fell only four yards from the entrance to the shelter, but except for a slight cut sustained by one of them they were unhurt.

WHEN technical experts of the Ministry of Home Security visited the areas bombed during the raids in mid-June, they reported most favourably on the way in which Anderson shelters had stood up to their task. In one South-Eastern town, it was stated, a heavy bomb, probably of 500 lb., fell in a garden at the back of a group of small houses, most of which had shelters. One of these shelters was only 30 feet from the bomb-crater and held a family of four, including two children. All were unharmed, while the house from which they had come was badly damaged. Two other Anderson shelters close to the bomb-crater were damaged because they had insufficient earth covering; in one case the entrance, which was not facing the house, had no earth bank, or similar protection, as officially recommended.

Photos, G.P.U., Planet News, Fox, and British Official: Crown Copyright

Big guns line the shore at every point of our coast that might be considered suitable for a landing. In this photograph the Secretary of State for War Mr. Anthony Eden, is seen with a staff officer, inspecting a part of the fortifications on June 22, 1940, while he was making a tour of the home defences.

'I Will Not War Against Women and Children'

Born into a world which had only just learned to know the ominous note of German warplanes, these babies (left) have been taken from the maternity ward of a Warsaw hospital into the comparative security of the basement. Another supremely innocent victim of the Nazi blitzkrieg is this Polish village girl.

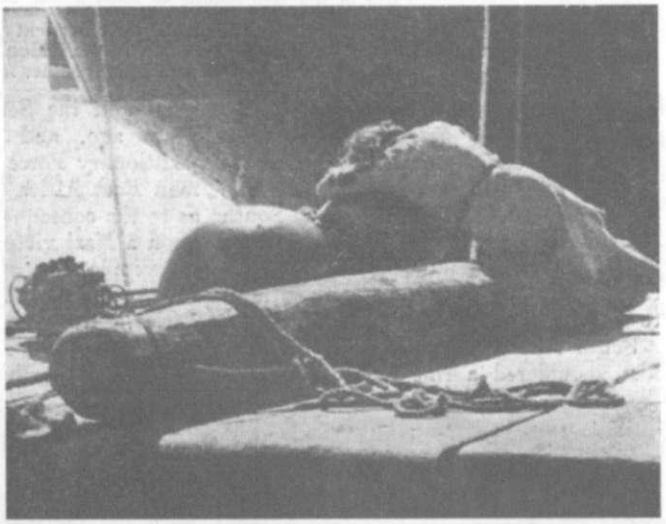
A FEW hours after he had given the signal for war, Herr Hitler made a humanitarian gesture before the Reichstag; with his hand on his heart he averred, "I will not war against women and children." Yet at that very moment his war 'planes were raining down bombs on Polish cities, towns and villages far behind the actual front. Already scores and hundreds of innocent civilians — old and young, men, women and children — had sacrificed their lives in order that the Fuehrer's greed for power and territory should be satisfied.

Forced to leave her home when German bombs fell near or upon it, this Norwegian woman and her young daughter have just set out on the hard and stony path of the refugee. It is the depth of winter in an Arctic climate, and night is coming on.

This baby girl was one of a party of Belgians who hurried from their home at the approach of the Nazis, boarded a fishing boat, and were at length landed at a West Country port in England. For her, at least, the future is now fairly bright, but what of the young Pole seen in our other photograph? On a day in September 1939 he was helping to lift potatoes in a field near Warsaw when a German 'plane suddenly appeared overhead. There was a rattle of machine-gun bullets, and his mother fell dead beside him. Now, stunned by Fate's hard blow, he sits beside the half-filled sack.

Photos, Julien Bryan, Keystone, Associated Press, "News Chronicle"

How Then Does Hitler Explain These Photos?



Desolation and despair is the story told by these two pictures, of an old woman in Belgium being led away from the remains of her home shattered by a Nazi bomb, and of a young Frenchwoman lying exhausted and heartbroken on the quayside of a French port. Both the one and the other have lost their all.

THOSE terrible deeds of blood worked amongst the innocent and altogether inoffensive civilian population of Poland were soon reproduced on an even greater and more terrible scale in the other lands which stood in the way of Hitler's megalomaniac march—in Norway and Holland, in Belgium and in France. In an earlier page (p. 636) facts are recited showing that the machine-gunning of women and children in refugee columns was part of a deliberate policy. Time was when Napoleon was denounced by men of liberal mind and humane sentiment as the supreme architect of human misery, but in the light of Hitler's achievements the record of the emperor of the last age fades into the insignificance of second place.

Thousands of innocent civilians died as Hitler's bombing 'planes flew across the skies of France. Three of the vast multitude of slaughtered humanity are seen here—three who, only a short time before, had lived and laughed in the busy city of Nancy.

Total war such as Hitler wages spares none, neither the old already travelled far on the way to the grave, nor those who are hardly past the threshold into separate life. By way of illustration of the latter, here is a photograph (left) of a maternity hospital in a village in the valley of the Marne where a number of patients were found dead amongst the ruins after the raiders had passed. But similar tragedies have been witnessed in England; this shattered room, right, in Cambridgeshire is evidence that Nazi bombs fail to distinguish military and civil targets although women and children may be involved.

Photos, British Official: Crown Copyright; Keystone Associated Press, News Chronicle

South Africa Will Stand with Britain to the End

First of the Dominions to issue a war communiqué was the Union of South Africa, whose troops and 'planes have been in action against the Italians on the Kenya-Abyssinia border. Here we tell of the Union's armed forces and of her responsibilities as a free and equal partner in the British Commonwealth.

SOUTH AFRICAN 'planes raiding Italian posts and bases in Abyssinia, South African soldiers serving side by side with British troops in Kenya—these are tangible proofs enough of South Africa's determination (as her Prime Minister, General Smuts, put it in a broadcast on June 18) " to stand with Britain to the end of this mortal struggle."

South Africa's soldier-statesman, who first shouldered a rifle in a Boer commando in the South African war forty years ago, and commanded the Expeditionary Force which conquered German East Africa in 1916, has no doubt as to the consequences that would follow upon a Nazi victory. Germany, he told his people, has an historic ambition in Africa and in all the continent South Africa, with her gold and other mineral resources and her strategic position, is the prize most worth having. The loss of East Africa would jeopardize the Union's first and most important line of defence ; and in face of the threat by that formidable foe, the Italian army, South Africa would not hesitate to redouble her war effort and make the utmost demands on her man-power and resources. " What would it profit South Africa," he asked, " if she saves her own skin in a world that goes under before the Nazi assault ? " South Africa, he concluded, recognized from the start that her cause was linked with that of humanity itself, and so she would wage the war to the very end, not only for herself but also for the great group to which she belongs and for the rights of man. " This war which began as Hitler's war will end as God's war."

Having regard to her population—according to the latest census there are only some 2,000,000 white people in the Union—South Africa has very considerable defence forces. There is first the South African Permanent Force, comprising the S.A. Artillery, Air Force, Naval Service, Special Service Battalion, Ordnance Corps, Service Corps, Medical Corps, Veterinary Corps, and the Administration, Pay, and Clerical Corps. The Permanent Force numbered in 1938 234 officers and 4,499 other ranks, including 1,500 men of the S.A.A.F.

In addition to these " regulars " there are the Coast Garrison Force, the Active Citizen Force, the Royal Naval Volunteer Reserve, and a number of rifle associations. In one or the other of these

After Italy entered the war there were important consultations between General Smuts, who is both Prime Minister and Minister of Defence for South Africa, and Lieut.-General Sir Archibald Wavell, Commander-in-Chief of the British Army in the Near East. In the top photograph they are seen discussing the position after General Wavell had flown to the Cape at the end of March 1940. Above are men of the Active Citizen Force leaving a South African town for a camp in the Transvaal, after being called up for service. *Photos, Wide World and Sport & General*

Men of the Union Are Already in Action

every South African citizen of European descent between the ages of 17 and 60 is liable to serve in time of war, while in time of peace those between 17 and 25 are embodied and receive training, including a month in camp, spread over four consecutive years. In peacetime only some 50 per cent of the total number liable are called up for training, but the others are obliged to join one of the rifle associations, so that every young South African at least knows how to handle and use a rifle. In 1938 the membership of the rifle associations was over 100,000.

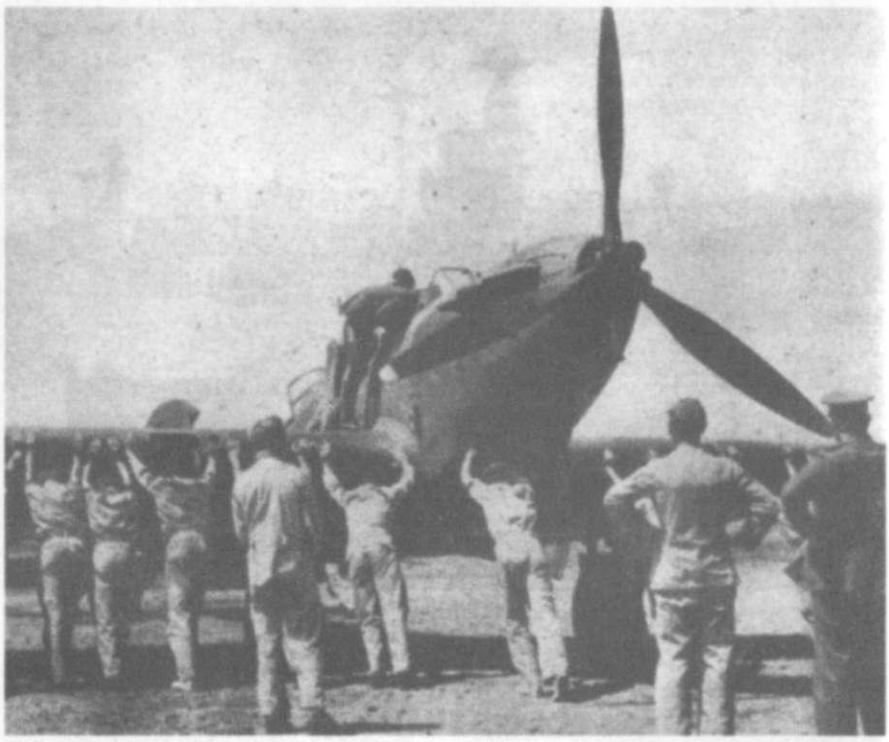
The C.-in-C. of all the Union's defence forces is the Prime Minister, who took up the command on May 24.

First of the South African units to be actively engaged in this war was the South African Air Force, some of whose 'planes operating from aerodromes in East Africa bombed military objectives in Italian East Africa on June 11 within 24 hours of the outbreak of hostilities with Italy. In addition to the S.A.A.F., the Union sent a mobile Field Force, already intensively trained under hardy veldt conditions, to operate with British troops in Kenya and the Abyssinian border.

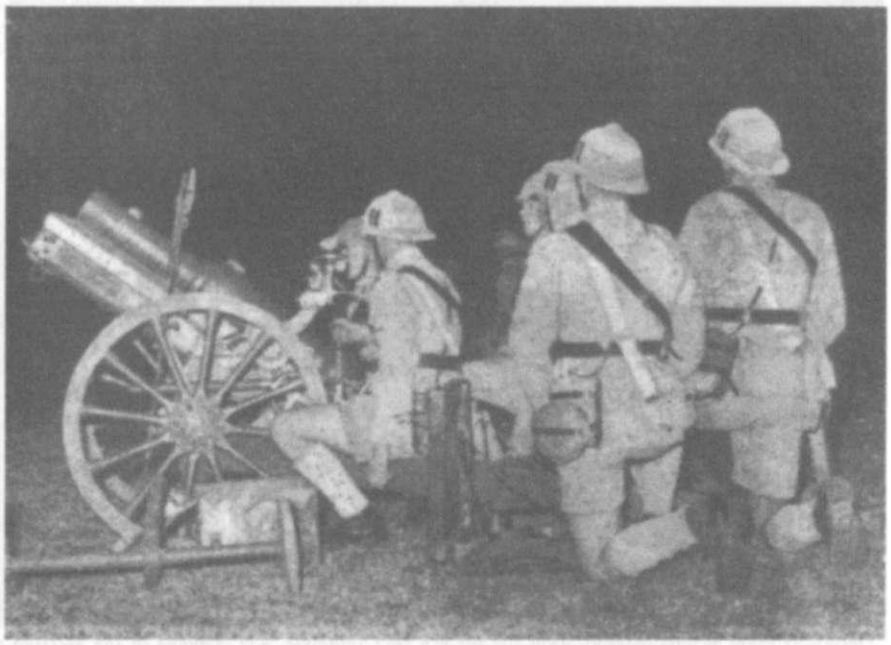
The dispatch of these troops and 'planes was inspired by the Union's determination to keep out the Nazis from Africa in general and South Africa in particular. Tanganyika to the south of Kenya was once a German colony, and at the outbreak of war its white population still contained some 3,000 Germans as against some 4,000 English and South Africans. Its importance to South Africa is obvious from the fact that it lies on the "All red route" connecting the Cape with Egypt and the Mediterranean—a line of communication which is vital to the continued existence of the Union as a great and growing Dominion of the British Commonwealth.

Still nearer home is South-West Africa, another former German colony, which was surrendered to the forces of the Union in 1915, and since 1920 has been administered by the Union under League of Nations mandate. In the months just before the war there were many signs of Nazi activity in the territory, and nearly a third of the white population of some 30,000 were Germans, most of whom were members of Nazi organizations and subject to dictation from Berlin. Just before the war began it was realized that a Nazi "putsch" might be expected at any moment, and the authorities at Pretoria dispatched 500 soldiers and special police to reinforce the local forces. With an area of 317,000 square miles South-West Africa is larger than France, although its native population—Ovambos, Hereros, Hottentots, Bushmen, and the rest—number only some 260,000. Its great coastline of 1,000 miles contains several harbours, e.g. Walvis Bay, Swakopmund, and Lüderitz Bay, which might offer tempting possibilities to German U-boat commanders and the captains of their surface raiders. From this desolate coast the Nazis might well threaten the great sea highway which follows the coast of South Africa, which is all the more important now that the Mediterranean has been closed to British ships. Report has it that the number of ships passing the Cape each day is now some 200.

One of the most encouraging signs in South African politics in these recent days has been the way in which General Smuts is continuing to receive assurances of whole-hearted support from South Africans who, though they have often opposed him in the past on the platform and even in the field, now see in him the leader who will captain South Africa into a greater and happier future.

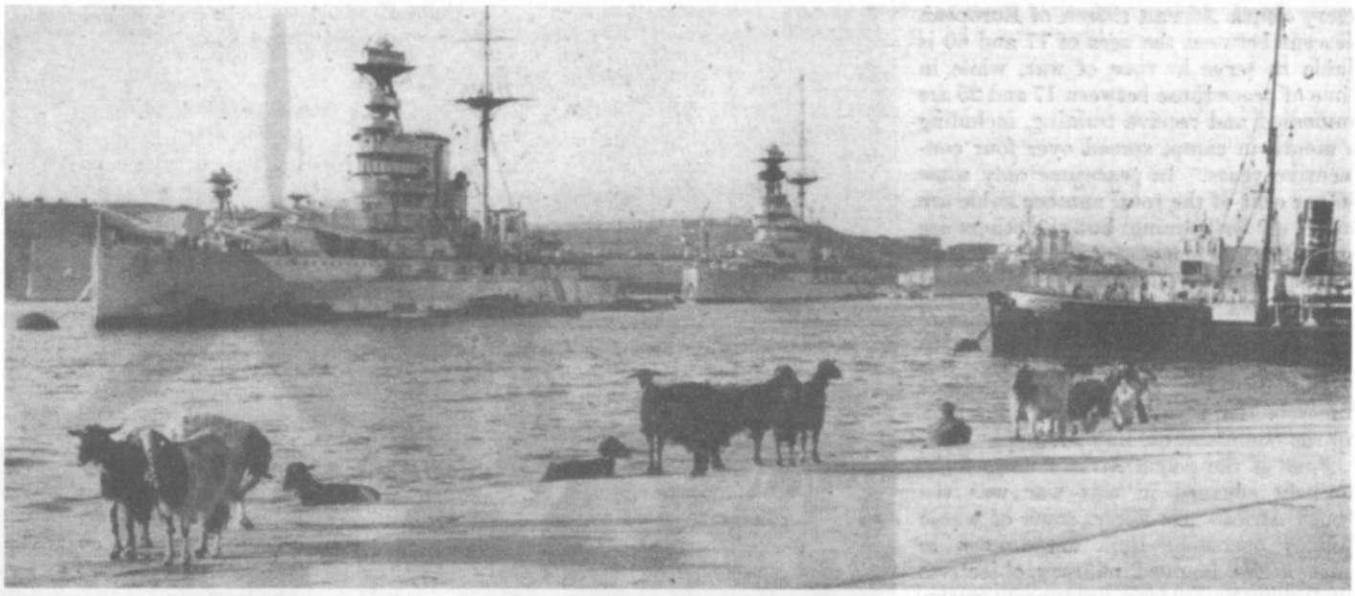


South Africa's air force, though small, is well equipped with 'planes, and her pilots have already shown their mettle in East Africa. Above, one of the latest additions to its strength, a three seater Fairey Battle Bomber that has just reached the Union, is being pushed into its hangar on arrival at the Water Kloof aerodrome, Pretoria. *Photo, Keystone*



During their annual month's military training the young men of South Africa show great keenness and quickly attain commendable proficiency. In this photograph, taken by flashlight, some of them are seen at night manoeuvres with a small howitzer. *Photo, Fox*

Mussolini Has Always Had His Eyes on Malta

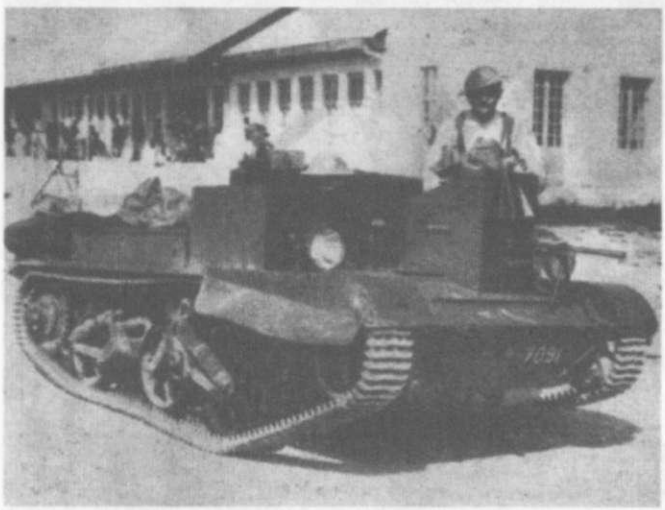


H.M.S. "Queen Elizabeth" is seen here with other warships lying in the Grand Harbour of Valetta, capital of Malta, one of the two great bases of the British Mediterranean Fleet.

This man of the British garrison in Malta has taken up a position on a roadside footpath with a light anti-tank gun during manoeuvres.

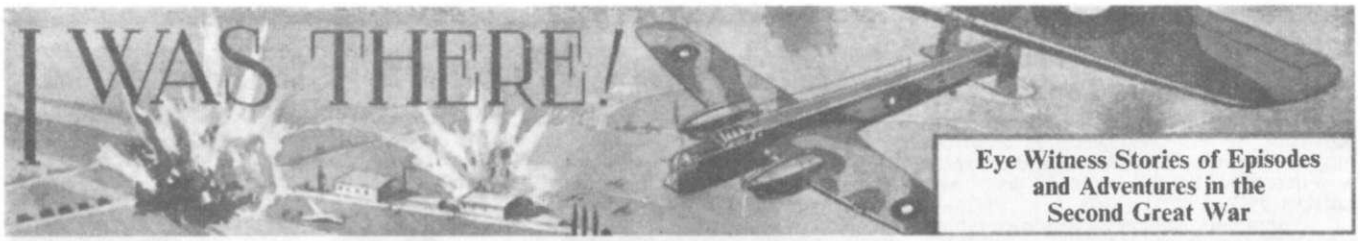
WITHIN a week of the declaration of war Italian aircraft raided Malta some thirty times, but they had a very warm reception, the shooting of the anti-aircraft batteries of the Royal Malta Artillery, recruited from the Maltese population, being particularly good. Following the news of the stout defence, Mr. Churchill sent a message of encouragement to the Acting-Governor of the Island, Major-General W. G. S. Dobbie. "The Cabinet," it read, "watch with constant attention the resolute defence which your garrison and the people of Malta are making of the famous fortress and island. I have the conviction that you will make that defence glorious in British military history, and also in the history of Malta itself. You are well fitted to rouse and sustain the spirit of all in enduring severe and prolonged ordeals for a righteous cause." The Italian claim that Malta should belong to Italy is absurd, since it has never been Italian. The majority of the inhabitants are not of Italian descent, the country people being mostly direct descendants of the Phoenicians.

The plan of operations drawn up for the manoeuvres is being studied by a group of officers. Their steel helmets are camouflaged.



Malta's defences against invasion from the sea are very complete, and included in the garrison equipment are armoured Bren-gun carriers which move easily over the rough ground and steep inclines. Some idea of the nature of the terrain can be had from the photograph, right, of riflemen advancing in the open. The ground consists of porous sandstone, with occasional gullies that afford excellent cover.

Photos, Charles E. Brown and P.N.A.



Our Homes Were Bombed by the Germans

On Tuesday, June 18, Mr. Churchill warned the country that increased air attacks by the Germans were to be expected immediately, and that same night and the following night raiders attacked military and industrial objectives over a wide area. Here are some eye-witness accounts of the raids and of the British fighters' successes against the enemy.

RAIDS took place on the night of June 18 over Essex, Suffolk, Norfolk, Cambridgeshire, Kent, Northants, Lincolnshire and Yorkshire. Considering the large number of bombs dropped, the civilian casualties were few, except in a Cambridgeshire town, where one bomb demolished an entire row of houses—eight homes in all.

It was here that most of the casualties occurred, eleven people being killed.

A description of the bombing was given by a parson who lives nearly opposite the place where the bomb fell.

He said: "I was sitting in my dining-room listening to the wireless. The air raid warning had gone before midnight. Soon after there was a crash.

"All the lights went out. I grabbed my torch and ran out into the street. Nobody knew what was happening.

"Then I realized that the wall in front of my house *was not there*. Then I looked across the street. Eight houses in a row of about 30 had been hit and wrecked.

"I hurried across to see what I could do.

"The A.R.P. people were on the spot in a few minutes, and they and other helpers got down to the job of trying to extricate people from the wreckage."

Mr. L. Dear, whose baby was killed, said that when the siren went he and his wife took their child downstairs, where they remained for 15 minutes, and then, thinking it was a false alarm, went back to bed.

"My wife and I were lying in bed with our baby in the cot beside us. There was a whistle and a boom and wreckage fell across me.

"I managed partly to protect my wife, and I calmed her and then waited until I heard voices.

"I felt somebody stand on the wreckage which was pinning my shoulder. I pushed my hand up and wriggled my fingers to attract attention.

"Helpers then moved the wreckage from my wife and myself. I was only scratched. My wife was bruised, but my little daughter was killed in her cradle."

A family who lived in the house next to that in which a mother, father and child were killed had a remarkable escape. There are five members of this family.

A son said that the family were sitting in a downstairs room, with their backs to the stairs, when the bombs fell.

"Wreckage fell round us," he said, "and the light went out. I pushed the door at the bottom of the stairs, and it opened sufficiently to allow me to get upstairs.

"Wreckage, however, blocked the way. I pushed a piece of board and saw a shaft of light.

"I thought the light was on in the room above, and was about to climb through to put it out when I suddenly realized that what I could see was the moon. The room above had been blown away.

"I made the gap in the wreckage a little larger and helped out the rest of my family. Had we stayed in bed instead of getting up when the siren sounded we should undoubtedly have been killed."

In this same town a young father, Mr. Leonard Palmer, searched through the wreckage which was once his home for signs of his two little children. Little Molly, aged nine, and Len, aged six, were both dead, killed by a Nazi bomb.

All that their father has left are a few golden curls found among the debris and a teddy-bear the little boy took to bed with him. Mr. Palmer's four-month-old niece was also killed, and his wife, mother and father critically injured.

As he stood outside his demolished home he said: "I was standing at my front door when the first bomb fell. My wife was in the kitchen and suddenly the floor above fell on her.

"The kiddies, who were in bed, hurtled through the ceiling. They were killed almost immediately, and I dug frantically at the debris to free my wife."

An eye-witness of the battle which ended in the destruction of the bomber in Cambridgeshire said:

"I heard the sound of machine-gun firing and, looking out of the window, saw tracer bullets flying through the sky.

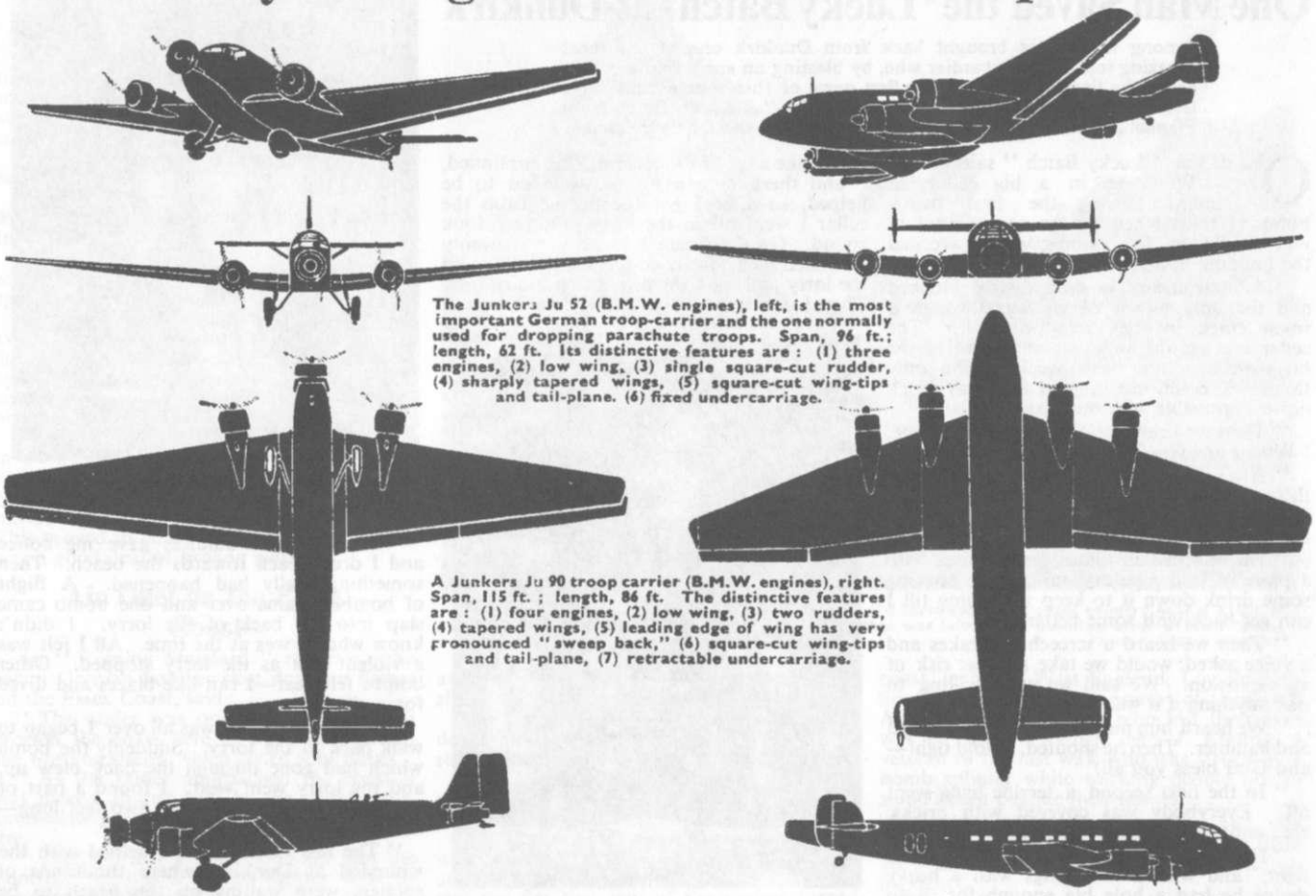
"I could not see anything of our 'planes, but they must have been there all right, for 'Jerry,' in the glare of searchlights, began to hurtle towards the earth with tracer bullets still pouring from his rear guns.

"The searchlights followed it in its fall and kept it in view until it crashed to earth with a terrific explosion which could be heard over a radius of many miles. I heard it clearly and was told later that the 'plane had fallen about 15 miles away."

The scene in the top photograph is the wreckage of some of a row of eight houses in a town in Eastern England after being bombed in the raid of June 18. A Salvation Army worker is bringing away a clothes-horse on which, strangely enough, not even the clothes have been disturbed. The lower photograph shows the remains of one of the seven Nazi bombers brought down during the raid, guarded by soldiers.

Photos, "Daily Mirror" and Planet News

For Easy Recognition of Nazi Troop 'Planes

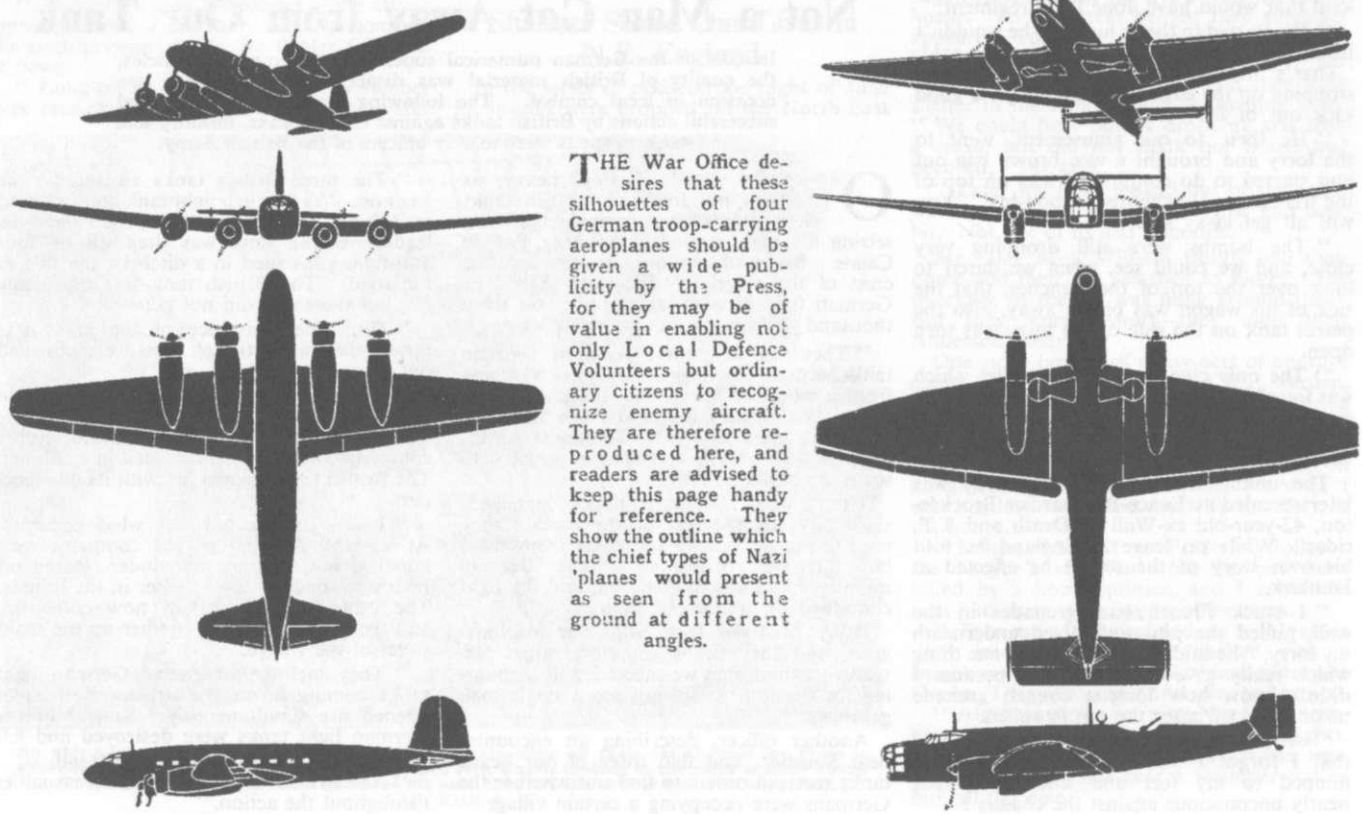


The Junkers Ju 52 (B.M.W. engines), left, is the most important German troop-carrier and the one normally used for dropping parachute troops. Span, 96 ft.; length, 62 ft. Its distinctive features are: (1) three engines, (2) low wing, (3) single square-cut rudder, (4) sharply tapered wings, (5) square-cut wing-tips and tail-plane, (6) fixed undercarriage.

A Junkers Ju 90 troop carrier (B.M.W. engines), right. Span, 115 ft.; length, 86 ft. The distinctive features are: (1) four engines, (2) low wing, (3) two rudders, (4) tapered wings, (5) leading edge of wing has very pronounced "sweep back," (6) square-cut wing-tips and tail-plane, (7) retractable undercarriage.

The Focke-Wulf 200 "Condor" (B.M.W. engines), below, is another German 'plane used as a troop-carrier. Span, 108 ft.; length, 78 ft. Distinctive features are: (1) four engines, (2) low wing, (3) single rudder, (4) tapered wings; (5) rounded wing-tips and tail-plane, (6) retractable undercarriage, (7) smooth streamlined fuselage.

A Junkers Ju 86 troop-carrier (Juno engines), below. Span 73 ft. 8 in.; length, 57 ft. 4 in. The distinctive features are: (1) two engines, (2) low wings, (3) two square-cut rudders, (4) sharply tapered wings, (5) square-cut wing-tips and tail-plane, (6) retractable undercarriage.

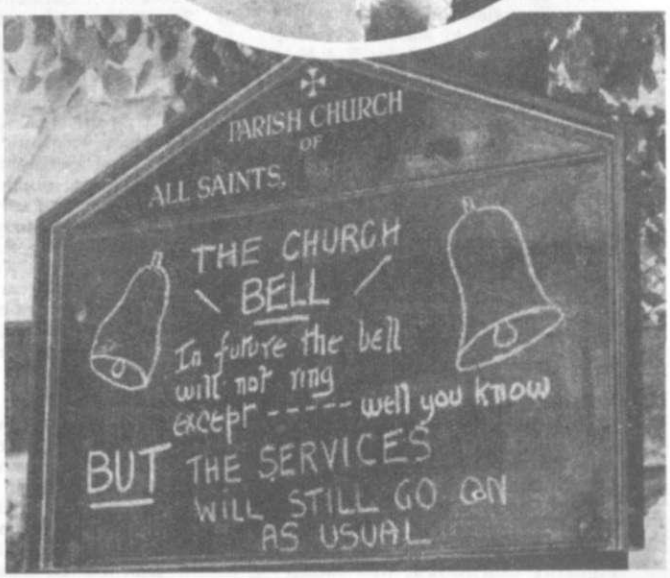


THE War Office desires that these silhouettes of four German troop-carrying aeroplanes should be given a wide publicity by the Press, for they may be of value in enabling not only Local Defence Volunteers but ordinary citizens to recognize enemy aircraft. They are therefore reproduced here, and readers are advised to keep this page handy for reference. They show the outline which the chief types of Nazi 'planes would present as seen from the ground at different angles.

Making Ready for the Battle of Britain

This sentry stands on the top of a sandbag defence post carrying an injunction to all traffic to halt at this point. Right is the look-out post of a coastal anti-aircraft gun station.

WHEN it became known that Britain stood alone in the "forefront of the battle" the desire of every British man and woman to serve in some way became even greater than it had been before. A remarkable evidence of this was afforded by the fact that in many towns what were quickly styled "broomstick armies" came into existence. With the prospect that the call-up of men for service would be greatly accelerated, men of military age felt that they did not want to join as raw recruits, and voluntarily and unofficially they set themselves to learn in advance at least the elements of drill. In this page men of the Doncaster "broomstick army" are shown, but similar organizations have since come into existence in other parts of the country and many "old soldiers," some of them formerly drill instructors, have undertaken this work of preliminary training. Local authorities have readily helped in finding parade grounds.



The Local Defence Volunteers have shown great zeal in fitting themselves to deal with parachutists; in the circle one of them is receiving bayonet instruction from a sergeant of the Guards. The young men above form part of the Doncaster "broomstick army"; determined not to join as raw recruits, they have formed a civil corps and were drilled by an ex-sergeant-major, but they carry broomsticks instead of rifles. The other photograph, of the notice-board of a church in Kent, speaks for itself.

HISTORIC WORDS

Extracted from Authoritative War Speeches and Statements

Wednesday, June 19, 1940

LORD LOTHIAN, British Ambassador to U.S.A., in a speech at Yale University :

We are grateful to you for the help you have sent us—for the arms, aeroplanes and machines. We want everything you can send us as quickly as you can send it. If we can hold out till Christmas we can prove that Hitler, with all his brutal violence, cannot break our spirit or conquer our island. We shall, I believe, have turned the tide. For Hitler cannot go on for ever. The issue will probably be decided this year, in six months, and not next year or in two years or three years.

The outcome of this grim struggle will affect you almost as much as it will affect us. For if Hitler gets our fleet, or destroys it, the whole foundation on which the security of both our countries has rested for 120 years will have disappeared. . . . We believe that the independence of Britain is literally the last bastion of freedom in the world today.

Sunday, June 23

MR. CHURCHILL, in an official statement :

His Majesty's Government have heard with grief and amazement that the terms dictated by the Germans have been accepted by the French Government at Bordeaux. They cannot feel that such or similar terms could have been submitted to by any French Government which possessed freedom, independence and constitutional authority.

(*Continued from page* 703)

Such terms, if accepted by all Frenchmen, would place not only France, but the French Empire entirely at the mercy and in the power of the German and Italian dictators.

Not only would the French people be held down and forced to work against their Ally, not only would the soil of France be used with the approval of the Bordeaux Government as the means of attacking their Ally, but the whole resources of the French Empire and of the French navy would speedily pass into the hands of the adversary for the fulfilment of his purpose.

His Majesty's Government firmly believe that whatever happens they will be able to carry the war wherever it may lead, on the sea, in the air and upon land, to a successful conclusion. When Great Britain is victorious she will, in spite of the action of the Bordeaux Government, cherish the cause of the French people, and a British victory is the only possible hope for the restoration of the greatness of France and the freedom of its people.

Brave men from other countries overrun by Nazi invasion are steadfastly fighting in the ranks of freedom. Accordingly His Majesty's Government call upon all Frenchmen outside the power of the enemy to aid them in their task and thereby render its accomplishment more sure and more swift. They appeal to all Frenchmen, wherever they may be, to aid to the utmost of their strength the forces of liberation, which are enormous and which, if faithfully and resolutely used, will assuredly prevail.

Sunday, June 23

GENERAL DE GAULLE, former French Under-Secretary for War, in a broadcast from London :

This capitulation was signed before all means of resistance had been exhausted. This capitulation delivers into the hands of the enemy, who will use them against our Allies, our arms, our aeroplanes, our warships, our gold. This capitulation utterly reduces France and places the Government of Bordeaux in immediate and direct dependence on the Germans and Italians.

There is no longer on the soil of France itself an independent Government capable of upholding the interests of France, and the French are no longer in a position to function freely, and the people of France have at the moment no opportunity of expressing their true will.

Consequently, and owing to force majeure, a French National Committee will be formed in agreement with the British Government representing the interests of the country and the people, and resolved to maintain the independence of France, to honour the alliances to which she is committed, and to contribute to the war efforts of the Allies until the final victory.

The composition of this National Committee will be made public immediately. . . .

The French National Committee will take under its jurisdiction all French citizens at present on British territory, and will assume the direction of all military and administrative bodies who are now, or may be in the future, in this country.

The French National Committee will get in touch with such bodies in order to call for their participation in its formation. The war is not lost, the country is not dead, hope is not extinct. Vive la France !

OUR DIARY OF THE WAR

Wednesday, June 19, 1940

French Government appointed plenipotentiaries to receive Germany's terms.

German High Command claimed to have taken **Cherbourg** and to have reached **Rennes** and **Le Mans.** Later they claimed that **Strasbourg** had been occupied, and **Lunéville** and fortress of **Toul** captured.

Over **100 Nazi bombers crossed British coasts** late at night. Bombs dropped on North-East Coast, Lincs, South of England and South Wales. At least three bombers shot down and others damaged.

R.A.F. attacked enemy aerodromes near Amiens and Rouen. Other bomber formations raided the Ruhr and West Germany.

R.A.F. had aerial battle with Italian aircraft over Egyptian coastal town of **Buqbuq,** enemy losses being at least four to one.

Italian submarine sunk by R.A.F.

British liner " Niagara " sunk by mine.

Thursday, June 20

French plenipotentiaries left Bordeaux.

Germans occupied Lyons and claimed capture of **Brest.** Fighting in Maginot Line continued on both sides of **Thionville.**

Bordeaux suffered two bombing raids.

R.A.F. bombers attacked enemy aerodromes, including those at **Rouen** and at **Schiphol,** near Amsterdam.

R.A.F. raids made on **Diredawa,** in Abyssinia, and inside Libyan frontier.

British mechanized units from Sudan routed enemy posts across Eritrean frontier.

H.M.S. " Andania," armed merchant cruiser, reported sunk by U-boat.

H.M. trawler " Juniper " considered lost.

First contingents of **Anzacs** to come to Britain **arrived** safely.

Friday, June 21

Hitler informed French delegation of **armistice terms** in Forest of Compiègne.

Fighting continued, particularly in the **Vosges,** near **Thionville,** and at **Colmar.**

Fleet Air Arm **wrecked enemy gun position near Calais.** Coastal Command attacked enemy shipping and oil depot at **Willemsoord,** Holland. Two ships sunk.

R.A.F. bombers attacked **Tobruk,** Libya, and secured hit on Italian warship.

Malta raided four times during night of June 20-21.

Fourth **Canadian contingent arrived** safely in England.

Polish President and Cabinet arrived in London from Angers.

Saturday, June 22

French delegation signed armistice with Germany at Compiègne, and **left for Rome** to make similar negotiations.

Germans pushed south of Lower Loire in direction of **Laroche, Suryon** and **Poitiers. St. Malo** and **Lorient occupied.**

Mass raids made by R.A.F. during night of June 21-22 on **Krupps' works** at Essen, and on aircraft factories at **Bremen, Kassel, Goettingen,** etc.

Further successful attacks reported on German battleship **" Scharnhorst,"** by both submarine and bombers.

Admiralty announced that large **Italian submarine** had **surrendered** after attack by H.M. trawler " Moonshine " in Gulf of Aden.

Enemy supply ship sunk in North Sea by aircraft of Coastal Command.

Italian aircraft raided **Jibuti,** but lost two bombers. Another bomber and crew captured near **Zeilah,** British Somaliland.

Alexandria suffered first bombing raid.

Sunday, June 23

Mr. Churchill issued official statement on France's acceptance of Germany's terms.

Ministry of Information published summary of Articles of Armistice terms imposed by Germany on Pétain Government.

French plenipotentiaries were handed Italian conditions for armistice near Rome.

General de Gaulle announced formation of **French National Committee.**

French troops still holding out in parts of Maginot Line.

Italian attacks reported on **Alpine front.**

R.A.F. bombers made daylight raids in Holland and Germany. **Hamburg bombed.**

Italian submarine reported sunk by light forces operating in East Indies.

Malta suffered 39th raid.

Monday, June 24

Armistice between France and Italy signed at Rome.

Final communiqué issued by French H.Q. stated that enemy had occupied **Angoulême** and had reached **Aix-les-Bains.**

On Alpine front **Italian attacks continued** and **Mentone** was **occupied.**

Germans claimed that **La Rochelle** and **Rochefort** had been captured.

R.A.F. bombers raided air bases in Holland and military objectives in Germany.

R.A.F. attacked Asmara aerodrome and made desert raid on Biri el Boggi.

Enemy aircraft crossed British coasts during night of June 24-25 and attacked over wide area. Bombs dropped in South-East and South-West regions.

Italian submarine reported **destroyed** by British Navy east of Suez.

H.M. yacht " Campeador V " and H.M.I.S. " Pathan " reported sunk.

Blue Star liner " Wellington Star " reported sunk off Cape Finisterre.

Tuesday, June 25

" Cease Fire " order sounded at 12.35 a.m.

Italian armistice terms published. They included demilitarization of North African ports, and use by Italians of **Jibuti.**

Mr. Churchill reviewed in House of Commons events leading to French capitulation.

Naval and military raiders in conjunction with R.A.F. made successful reconnaissances of enemy coastline. Landings effected and contact made with German troops

Enemy aircraft crossed British coasts during night of June 25-26. Bombs dropped in Midlands. Anti-aircraft guns in action over wide area. Five raiders shot down.